

## Prices and Prospects.

### COKE MOVING MORE QUICKLY BUT SHIPPED IRREGULARLY

Interstate Banking and Re-  
sumption of Furnaces Re-  
fects Conditions.

#### IX BY-PRODUCT PLANTS

How to Come Into Operation Will  
Provide About 100,000 Tons Weekly  
to Consumers Now Dependent Upon  
Connellsville Region for Supply.

Special to The Weekly Courier.

PITTSBURGH, April 10.—A half doz-  
en Valley blast furnaces were  
linked late last week and only re-  
sumed yesterday and today, when  
enough supplies of coke appeared  
to be a reflection of irregular load-  
ing and shipping from the region,  
where there are delays after the coke  
is left the railroad yards in the re-  
gion. In general furnace interests  
ad that the movement is fairly fast,  
though not up to old time standards.  
considerable percentage of coke has  
been moving to the Valleys in  
our days' time, which is very quick  
compared with last winter's averages  
and very slow as compared with prac-  
tice of two years ago.

Shippers have recognized quite a  
number of additional cars in the ser-  
vice in the past two or three weeks,  
these being presumably the cars that  
were promised more than a month  
ago to be added to the movement of  
coke released by the partial clearing of  
a congestion in the east. It is  
aimed, however, that the major por-  
tion of the cars released in the east  
be sent to Western Pennsylvania  
where they have been put in the by-product  
coke coal movement rather than in the  
coke movement.

There are scarcely any offerings of  
coke in the open market. Many brok-  
ers are looking for such offerings,  
even at the full government price,  
but, as they have friends for whom  
they would like to secure coke even  
at a small profit in the transaction,  
the volume of such business would  
be small at best. It is evident that of-  
ferings are very limited. A small  
number of coke per week will be  
available, but it is not likely that  
brokers would be willing to  
handle without profit. The occasional  
offerings that do come out are  
likely in foundry coke, and more  
than that they are in restricted  
quantities. The market remains quiet  
at the government limit, as follows:

Foundry, 72-hour selected ..... \$5.00  
Foundry, 72-hour selected ..... \$7.00  
Foundry, 72-hour selected ..... \$7.50  
Foundry, 72-hour selected ..... \$7.50  
Foundry, 72-hour selected ..... \$7.50  
Foundry, 72-hour selected ..... \$7.50  
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The prices are for f. o. b. furnace,  
right in the case of the Valleys be-  
ing 95 cents to Pittsburgh.

Three by-product coke plants be-  
ing built by the United States Steel  
corporation are expected to begin  
making coke some time in June.  
Laird, with 640 ovens, an adjunct to  
the Carnegie Steel company; Lorain,  
with 204 ovens, an adjunct to the Na-  
tional Tube company, and Cleveland  
with 180 ovens, an adjunct to the Am-  
erican Steel & Wire company. These  
plants should be operating at capacity  
long after making their first start and  
will then make about 85,000 tons of  
coke a week. Outside of these  
plants are nearing completion three  
plants of new construction, 60 ovens  
at Steelton, Bethlehem Steel com-  
pany; 102 ovens of the Youngstown  
Steel & Tube company at Youngstown,  
O., and a 60-oven plant at Ironton, O.,  
a total of 222 ovens having a capac-  
ity of close to 20,000 tons of coke a  
week. Thus before long there will be  
additional by-product coke capacity  
or furnaces that have been more or  
less dependent upon the Connellsville  
region to the extent of about 100,000  
tons of coke a week.

The coal will be drawn very largely  
from the Connellsville region, but in  
the case of the Clairton plant the  
movement will be altogether by water,  
so that the railroads will be corre-  
spondingly relieved. The total ship-  
ments out of the Connellsville region,  
of coke and coal, will be materially  
increased.

It is believed in the trade, both by  
reason of actual experience and by  
reason of the declared attitude of the  
authorities at Washington, that when  
circumstances arise whereby there is  
a issue whether a by-product or a  
beehive oven will operate, the in-  
fluence of the Washington authorities  
will be thrown in the scales in favor  
of the by-product plant, not because  
a by-product coke looks different from  
beehive coke, but because the govern-  
ment is interested in maximum  
output of the by-products. Hence it  
is expected that the by-product ovens  
will run full, unless there are very  
serious transportation difficulties.

#### COKE FREIGHT RATES.

The freight rates on coke from the  
Connellsville district, which  
includes what is officially known  
as the Connellsville region  
(sometimes called the Basin dis-  
trict) and the Lower Connellsville  
region (often called the  
Knoxville and sometimes the  
Masonstown district) to principal  
points for shipment, are as fol-  
lows, per net ton of 2,000 pounds,  
effective June 15, 1917:

Destination.	Rate.
Baltimore	\$1.56
Buffalo	2.00
Canton	1.85
Chicago	2.55
Cleveland	1.75
Columbus	1.85
Detroit	1.85
St. Louis	2.95
Harrisburg	1.80
Johnstown	1.55
Louisville	2.65
Milwaukee	2.60
New York	2.40
Philadelphia	2.20
Pittsburgh	.50
Port Henry, N. Y.	2.10
South Bethlehem	1.40
Reading	3.00
Richmond, Va. (B. & O.)	3.00
Richmond, Va. (F. R. R.)	3.15
Swedesboro, Pa.	2.15
Toledo, O.	2.40
Wheeling	2.10
Valley Point	1.35

For Export:

From Connellsville District:

Philadelphia (P. O. B. vessel)

Baltimore (F. O. B. vessel)

From Latrobe District:

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From Latrobe District:

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION.	WEEK ENDING APRIL 6, 1918.				WEEK ENDING MARCH 30, 1918.			
DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Cornellsville	10,919	17,322	1,907	172,226	10,919	17,942	1,877	176,900
Lower Cornellsville	17,669	15,299	2,270	160,139	17,669	15,296	2,273	175,375
Totals	27,588	32,621	4,207	333,065	27,588	33,238	4,250	352,435
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FURNACE OVENS.								
Cornellsville	10,842	15,283	1,559	144,414	10,842	15,303	1,539	148,760
Lower Cornellsville	5,826	4,847	960	40,111	5,826	4,837	969	50,205
Totals	22,668	20,140	2,528	193,525	22,668	20,160	2,508	198,965
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MERCHANT OVENS.								
Cornellsville	3,077	2,639	438	28,512	3,077	2,639	438	28,290
Lower Cornellsville	11,843	10,542	1,291	111,028	11,843	10,539	1,294	125,270
Totals	14,020	13,181	1,739	139,540	14,920	13,178	1,712	153,170
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SHIPMENTS.	WEEK ENDING APRIL 6, 1918.				WEEK ENDING MARCH 30, 1918.			
To Pittsburg	3,288 Cars.		117,735 Tons.		3,293 Cars.		110,249 Tons.	
To Points West of Pittsburg	5,509 Cars.		139,261 Tons.		4,823 Cars.		177,825 Tons.	
To Points East of the Region	1,433 Cars.		50,902 Tons.		1,597 Cars.		57,914 Tons.	
Totals	8,535 Cars.		207,898 Tons.		9,713 Cars.		354,988 Tons.	
	By River,		14,500 Tons.		By River,		28,720 Tons.	
	TOTAL,		322,398 Tons.		TOTAL,		383,708 Tons.	
Corresponding Week, 1917			378,150 Tons.				303,556 Tons.	

## MILLIONS SPENT ON COAL AND COKE PROPERTIES IN 1917

By Subsidiaries of the United States Steel Corporation for Improvements.

### LOWER CONNELLSVILLE

Plants Adapted to Shipping Coal by River to the New By-Product Ovens at Clairton; Large Purchases of Coal Land Made During the Year.

The interest of men in the Connells-ville region in the annual report of the United States Steel Corporation has chiefly in the data furnished in reference to the mining and coke making activities of this great interest. That of largest importance is given in brief as follows:

During the year there was expended for maintenance, renewals and extraordinary replacements on the coal and coke properties \$7,341,625, an increase of \$1,862,269 over 1916. Of this \$1,694,711 was spent in enlarging and improving the mining and shipping facilities at Palmer, Edinboro, Maxwell, Gates, Lambert, Edenboro, Lackrone, Ramco and Bridgeport mines. These additions were for the purpose of increasing the output of coal that will be required by the Clairton by-product coke plant. The total capital expenditures on the coal and coke properties were \$17,131,042, 58.

The financial transactions relating to the mining companies embraced the retirement of \$81,000 of first mortgage bonds of the H. C. Frick Coke company; \$589,000 Pittsburgh-Monongahela first lien purchase money mortgage bonds, and \$37,000 of Continental Coke company purchase money mortgage bonds, or a total retirement of \$707,000. In addition \$70,000 of Hostetter-Connellsville Coke company first mortgage and \$30,000 of Sharon Coke company first mortgage bonds and \$38,000 of Connells-ville & Monongahela Railway company first mortgage bonds were retired. Among the bonds issued, sold and assumed by subsidiary companies during the year, were \$17,673,000 for the Pittsburgh-Monongahela coal purchase.

There were 21,496,823 tons of coal mined during the year, of which 24,554,525 tons were used in making coke and 6,942,298 tons were for steam, gas and other purposes. This was a decrease of 1,271,558 tons, or 5.5 per cent, from the tonnage figures in 1916. The coke manufactured amounted to 17,461,675 tons, as compared with 18,991,926 tons in the previous year. Of the coke production 11,777,247 tons were made in beehive ovens, as compared with 12,479,160 and 6,422,802 tons respectively in 1916. At the close of the year the coal, coke and other fuel on hand had an inventory value of \$6,768,898 as compared with \$4,168,595 at the close of 1916.

The northern coal and coke property, owned and leased, consists of 221,328 acres of coking coal, 100,987 acres of steam coal, 77,281 acres of surface; 63 beehive coke plants; 21,812 beehive ovens, 2,430 by-product ovens, and 31 coal plants not connected with coke plants.

The southern coal and coke property consists of 187,737 acres of mineral interests and surface; 140,086 acres of mineral interests only, and 12,897 acres of surface only. There are located on developed sections of the property nine coal mining plants, comprising 21 operating mines, in connection with which there are 10 coal washing plants and seven coking plants, the latter comprising a total of 2,974 beehive coke ovens.

The employees of the coal and coke companies of the corporation numbered 25,189 on December 31, 1917, as compared with 25,748 in 1916.

The new by-product coke plants under construction, include that of the Clairton By-Product Coke company at Clairton, 640 ovens, with a benzol recovery plant, upon which \$7,941,228.98 was expended during the year, not counting \$477,541.41 spent on the construction of a pipe line for conveying oven gas from Clairton to Homestead Edgar Thompson and Duquesne steel works. On account of the construction of the Clairton branch of the Monongahela Southern railroad from a connection at Bull run to the new oven plant at Clairton, the sum of \$525,401 was expended.

Other by-product work in progress was the addition of 140 ovens to the plant at Gary; new plant of 189 ovens with benzol recovery at the Newburg steel works and a plant for extracting gasoline from natural gas and a new pumping plant at Pine Grove, W. Va., upon which \$58,217.02 was expended. At Fairview, W. Va., there is located one by-product coke plant consisting of 280 ovens, also a benzol recovery plant, operated in conjunction with the Ensley blast furnace.

The northern by-product plants of the corporation, built and building, all located at blast furnace plants, now number eight and comprise 2,430 ovens as follows: Farrell, Pa., 212; Benwood, W. Va., 120; Clairton, 640; Lorain, O., 208; Cleveland 180; Joliet, 280; Gary, 700 and Duluth, Minn., 00 ovens.

During the year there were purchased by subsidiary companies 5,723 acres of land, 93,784 acres of coking coal, including 48,884 acres of surface, located in Logan and Mingo counties, W. Va., and Letcher and Harlan counties, Ky. This coal is of grade and quality particularly well adapted for mixture with Pocahontas and Illinois coals for use in by-product coke plants of the subsidiary companies in the western Ohio, Chicago and Duluth districts. Work is being vigorously pushed in the development of the Kentucky properties. There were acquired in Washington county, Pa., an additional 2,078 acres of steam coal. One hundred and twelve acres of coking coal and 1,933

acres of surface and timber were acquired in the Connells-ville region.

In addition to the alterations and improvements at mines which will be set aside for the production of coal for the Clairton by-product plant, betterments were made in the Connells-ville region as follows:

Ralph mine is being re-opened and equipment installed for operating the mine. Coke drawing machines were installed at Redstone, Continental No. 2, Colonial No. 1, Leisnering Nos. 1 and 3 mines, also hand drawn ovens were changed to permit machine drawing at Continental No. 2, Lemont, Youngstown, Colonial No. 1 and Leisnering Nos. 2 and 3 mines. A new air and escape-way shaft is being constructed at Lambert mine and ventilating fans installed at Colonial Nos. 1 and 4. An electric pumping station for Colonial No. 3 mine and pumping equipment for Dorothy, Collier and Hecla No. 3 mines are being installed. Three boarding houses, 125 tenements and 47 cottages costing \$230,568.45 were constructed at various works, 602 steel and 678 wood mine cars were purchased. The sum of \$171,365.06 was expended for 71 mining machines and auxiliary facilities. There was completed at Sygan, Pa., a new shaft at mine No. 2 and electric equipment for the operation of these mines.

In the Pocahontas field, West Virginia, the improvement and additions included the following: 130 tenements and additions for the welfare of employees, \$342,519.60; equipping 8 works to produce coal for the by-product coke plants at Cleveland and Lorain, \$109,144.38. A new coal mining plant, including mine and mine equipment, tipple, power plants and shops, town site and buildings at Lynch, Kentucky, are under construction. The expenditures in the year aggregating \$667,673.80.

## HUGE TAX PAYMENTS AND HUGE EARNINGS MADE BY U. S. STEEL

Annual Report Shows Former \$233,165,435; Latter \$295,292,180.

### SALES OVER A BILLION

Safety Work Cost \$988,806; Fatal Accidents Decreased 11.07 Per Cent; \$3,171,694 Paid in Accident Benefits; \$247,740,400 Paid in Employees Wages

The annual report of the United States Steel Corporation for 1917 shows what has perhaps been the most phenomenal earnings of any industrial organization in the world, at least of those to which the public has access to statements of its transactions. It is also phenomenal in the aggregate of taxes paid, the total for federal income and excess profits taxes being \$233,165,435.

The federal war taxes alone are about 44 per cent of the net income. The 1917 tax outlay by the corporation is practically double the grand aggregate total of all the taxes for all purposes paid by the company since its organization prior to 1917. After deducting taxes and interest on bonds and mortgages of subsidiaries the balance of earnings for the year was \$295,292,180 as compared with \$233,165,435 in 1916. After deducting charges for depreciation, replacements, sinking funds, bonds redeemed, preferred dividends of \$25,219,677 and common stock dividends of \$91,494,450, and other items the net income of the year was \$107,556,437 as compared with \$201,526,542 in 1916. The appropriation of \$65,000,000 for new plants, construction, etc., a balance of \$52,508,437 remained to be applied to the undivided surplus as against \$201,835,584 similarly applied in 1916.

Gross sales of the corporation in 1917 totaled \$1,683,962,552 as compared with \$1,231,472,775 in 1916, an increase of \$452,489,775. How the operating expenses grew during the year is shown in the total of \$1,088,672,606 including manufacturing and producing costs, ordinary maintenance and repairs and provincial charges by subsidiary companies for depreciation, as against \$848,283,542 in 1916. The balance sheet shows current assets of \$790,997,237 as compared with \$501,150,873 in 1916.

During the year the company shipped both to domestic and foreign trade 16,370,705 tons of rolled steel and other finished products as compared with 15,542,088 in 1916. Total ordinary repairs and maintenance and extraordinary replacements and general rehabilitation for 1917 was \$32,624,329 an increase of \$23,231,702 over the year before.

Two general advances in wage rates of employees of 10 per cent were made on May 1 and October 1, respectively. These followed three increases in 1916, each of substantially the same percentages, and resulted in the same percentages in effect at close of the year 45 per cent above the rates prevailing at the close of 1915 in the case of unskilled labor and an average of 58 per cent higher in respect to all employees.

During the year 11,486 employees of the corporation and its subsidiary companies entered the regular war service of the United States.

The smallest number of employees in the service of the corporation and its subsidiary companies during the year in any month was 250,836, and the highest number 277,526. The average number of employees was 268,958, of which 28,189 were employees of the coal and coke properties. The average wage or salary of all employees, exclusive of the general administration and selling forces, was \$4.10 as compared with \$3.29 in 1916. The total wages and salary payments were \$347,370,400 in 1917 and \$263,385,602 in 1916.

The total amount expended by the corporation and the subsidiary companies during the year for safety work was \$988,806 in comparison

## LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT With Their Owners, Address and Ovens in Blast Corrected to Saturday, April 6, 1918.

Ovens	In Works	Name of Operators	Address
<b>MERCHANT OVENS.</b>			
182	182	Beatty	Mc Pleasant Coke Co., Greensburg
120	60	Boyer	Mc Pleasant Coke Co., Greensburg
30	30	Brush Run	Brush Run Coke Company, Mt Pleasant
30	30	Carroll	Feather-Crill Coke Co., Pittsburg
150	150	Clare	Clare Coke Co., Greensburg
40	40	Dexter	Connellsville Coke Co., Connells-ville
40	40	Ellen No. 1	Whysel Coke Co., Uniontown
50	50	Ellen No. 2	Whysel Coke Co., Uniontown
100	100	Elizabeth	Unity-Crill Coke Co., Greensburg
110	110	Fort Hill	W. J. Rainey, New York
10	10	Franklin	Summit-Crill Coke Co., Connells-ville
101	101	Gilmore	Gilmore Coke Co., Uniontown
80	80	Grace	W. J. Rainey, New York
145	145	Heben	Samuel L. Leary, Youngwood
42	42	Humphrey	Bassmar Coke Co., Connells-ville
35	35	Johnson	Shannon Coal & Coke Co., Uniontown
40	40	Magee	Nagee Coke Co., Uniontown
30	30	Mahoning	Mahoning Coal & Coke Co., Connells-ville
370	370	Mt. Braddock	W. J. Rainey, New York
310	310	Mt. Pleasant	Mt. Pleasant Coke Co., Greensburg
110	110	Myers	Brownfield-Crill Coke Co., Uniontown
40	40	Paul	Brown & Cochran, Dawson
110	110	Painter	Newcomer Coke Co., Uniontown
51	51	Ravens	W. J. Rainey, New York
36	36	Shirley	South Fayette C. & C. Co., Uniontown
40	40	Thomas	Whysel Coke Co., Uniontown
30	30	Veteran	Mt. Pleasant Coke Co., Greensburg
40	40	West Penn.	West Penn Coke Co., Pittsburg
2,077	2,039		

<b>FURNACE OVENS.</b>			
250	254	Adelaide	H. C. Frick Coke Co., Pittsburg
300	300	Baggaley	H. C. Frick Coke Co., Pittsburg
397	300	Baltzer	H. C. Frick Coke Co., Pittsburg
300	300	Brinkerton	H. C. Frick Coke Co., Pittsburg
240	240	Brinkerton	H. C. Frick Coke Co., Pittsburg
300	300	Brinkerton	H. C. Frick Coke Co., Pittsburg
250	258	Calumet	H. C. Frick Coke Co., Pittsburg
300	299	Central	H. C. Frick Coke Co., Pittsburg
15	15	Coalbrook	H. C. Frick Coke Co., Pittsburg
400	400	Continental 1	H. C. Frick Coke Co., Pittsburg
325	325	Continental 2	H. C. Frick Coke Co., Pittsburg
250	250	Continental 3	H. C. Frick Coke Co., Pittsburg
120	120	Crowsland	H. C. Frick Coke Co., Pittsburg
333	333	Davidson	H. C. Frick Coke Co., Pittsburg
220	185	Dorothy	H. C. Frick Coke Co., Pittsburg
272	272	Dorothy No. 1	H. C. Frick Coke Co., Pittsburg
372	370	Hecla No. 2	H. C. Frick Coke Co., Pittsburg
300	300	Hecla No. 3	H. C. Frick Coke Co., Pittsburg
255	255	Hostetter	Hostetter-Crill Coke Co., Pittsburg
240	240	Hostetter	H. C. Frick Coke Co., Pittsburg
306	306	Kyle	H. C. Frick Coke Co., Pittsburg
499	452	Leisnering 1	H. C. Frick Coke Co., Pittsburg
500	500	Leisnering 2	H. C. Frick Coke Co., Pittsburg
502	460	Leisnering 3	H. C. Frick Coke Co., Pittsburg
304	304	Leith	H. C. Frick Coke Co., Pittsburg
227	227	Lemont No. 1	H. C. Frick Coke Co., Pittsburg
350	350	Lemont No. 2	H. C. Frick Coke Co., Pittsburg
509	509	Mammoth	H. C. Frick Coke Co., Pittsburg
400	399	Marguerite	H. C. Frick Coke Co., Pittsburg
135	151	Mutual	H. C. Frick Coke Co., Pittsburg
258	258	Olyphant	H. C. Frick Coke Co., Pittsburg
328	314	Oliver No. 1	Oliver & Snyder Steel Co., Pittsburg
480	417	Oliver No. 2	Oliver & Snyder Steel Co., Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co., Pittsburg
400	400	Phillips	H. C. Frick Coke Co., Pittsburg
443	400	Redstone	H. C. Frick Coke Co., Pittsburg
120	120	Rist	H. C. Frick Coke Co., Pittsburg
448	448	Shoemaker	H. C. Frick Coke Co., Pittsburg
425	390	Southwest 1	H. C. Frick Coke Co., Pittsburg
425	400	Southwest 2	H. C. Frick Coke Co., Pittsburg
204	142	Southwest 3	H. C. Frick Coke Co., Pittsburg
241	237	Standard	H. C. Frick Coke Co., Pittsburg
110	110	Semer-Solway	Dunbar Furnace Co., Dunbar
700	80	Stewart	Stewart Iron Co., Calontow
464	463	Trotter	H. C. Frick Coke Co., Pittsburg
250	250	United	H. C. Frick Coke Co., Pittsburg
200	113	Valley	H. C. Frick Coke Co., Pittsburg
96	96	White	H. C. Frick Coke Co., Pittsburg
252	252	Whitney	Hostetter-Crill Coke Co., Pittsburg
300	200	Wyan	H. C. Frick Coke Co., Pittsburg
600	450	Yorkrun	H. C. Frick Coke Co., Pittsburg
245	245	Youngstown	H. C. Frick Coke Co., Pittsburg
15,812	15,283		

ESTABLISHED 1850 INCORPORATED 1894

## JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

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Furnace and Glass House Material.  
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LAYTON  
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TEN  
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WILLIAM  
GLOBE  
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COLUMBIA

CONNELLSVILLE, PA.

## INDUSTRIAL SLACKERS WILL BE COMBED OUT OF DEFERRED LISTS

Those failing a Living Through Un- desirable or Harmful Pursuits to Be Put to Useful Work.

WASHINGTON, April 6.—Draft modification of the draft classification lists which would affect the status of every one of the millions of registered men is proposed in a plan submitted to President Wilson by the pro- vost marshal general's office and the Department of Labor. While the primary purpose is the "purification" of the second, third and fourth classes of registrants who are not engaged in any productive industry, attention also would be given to lower section of Class I, and the effect its framers be- lieve would be to solve the nation's labor problem.

The proposal would utilize the draft machinery for putting industrial slackers to work. Every registered man who has been granted deferred clas- sification would be given to under- stand that such deferment is not a legal right, but a privilege and that if unfair advantage is taken it will be summarily revoked.

It is proposed to make a most care- ful survey of the lower sections of Class I and of other classes to iden- tify those men who are idlers or who are gauging their living through un- desirable or "harmful" pursuits. Under the latter head, officials suggest, might be listed gamblers, bookmakers for races, pool room touts and others. The plan is not designed to interfere in the slightest with the so-called non-essen- tial industries.

Former Soldier Hurt  
Syracuse Man in Uniontown Hospital in Serious Condition.

Harry C. Baker, said to be of Syra- cuse, N. Y., and a sergeant major of the 15th Light Artillery, U. S. A., is in the Uniontown hospital in a comatose condition as the result of injuries suffered when he fell from a West Penn street car at Footedale.

Among the victim's papers was an identification card which stated he was a sergeant major of the United States Army and was in the employ of Fred Long at Brownsville. At the West Penn office in Uniontown it was stated that Baker, after being kicked and seriously injured by a horse, was honorably discharged from the army.

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C. M. WOLFE, General Sales Agent.

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## APPEAL IS MADE TO THE PRODUCERS AND CONSUMERS OF COAL

To Assist in Supplying the Coming Year's Demands For Fuel.

### EACH MUST BEAR A SHARE

Of Sacrifice Otherwise Production Cannot be Increased and Adequately Distributed, Says Administrator Garfield; No Change in Prices.

The following appeal has been made to the producers and consumers of coal by Fuel Administrator Garfield with a view to securing full cooperation in efforts to increase coal production during the coming year:

"We begin the new coal year of 1918-19 with an obligation resting upon every citizen of the United States to do his part, in order that the coal supply of the country may be made adequate to meet the some needs of our people and the ever-increasing demands for coal for fuel which grew out of the conflict in which we are now engaged. The Fuel Administration must have the support and the active cooperation, not only of those who are engaged in production and distribution of fuel, but of every coal user in the country. Each must bear his share of the patriotic sacrifice which must be made if the coal supply is to be properly increased and adequately distributed.

"An adequate coal supply is vital to the winning of the war. Without it we can not make munitions or other war supplies or build the ships which must carry men and materials to the battle front. Without it industries will be stopped, labor thrown out of employment, and the homes of the people will be cold.

"Guided by the experience of the past winter the Fuel Administration has taken the necessary steps to clear the way for the unobstructed activity of the mines of this country in increasing the supply and for the steady, swift distribution of the nation's fuel as rapidly as it can be taken from the ground and moved over our overburdened transportation systems.

"The prices fixed by the government for coal at the mine have now been established on a stable foundation which will not be disturbed during the coming coal year, except in cases of extraordinary urgency. These prices have been adjusted by scientific and practical investigation based upon uniform cost sheet reports to insure the greatest possible stimulation of production while maintaining a reasonable and equitable price of coal to the consumer.

"By carefully drawing regulations, the Fuel Administration has insured the shipment of 'clean coal' from the mines. Coal containing an undue amount of foreign matter will be penalized in price, and producers who take extraordinary measures in the preparation of their coal will be recompensed. These measures will keep off the railroads and out of the bins of the consumers a large amount of unburnable material which was included in last year's coal production.

"Every effort has been made by the Fuel Administration to so arrange the distribution of the coal supply that it will impose the least possible burden upon the railroads of the country. Through the zone system of distribution, which became effective April 1, the movement of bituminous coal between the mine and the producer, will be restricted to the shortest possible transportation lines consistent with the maintenance of an adequate and proper coal supply to all consumers.

"In arranging these restrictions the Fuel Administration, in many cases, has allotted to consuming territory producing profits which can only fill the demand of the consumers they must supply, if production is maintained steadily throughout the coal year.

"The Fuel Administration expects the coal consumers, continuing their patriotic cooperation with the government in all its war measures, to maintain a steady and constant demand for coal in order to attain this result. Consumers must buy their winter supply of coal during the spring and summer for storage during the winter if the production is to be maintained at a maximum and the country enabled to avoid a serious coal shortage this winter. The Fuel Administration will cooperate with all communities in an effort to provide storage for emergency stocks of coal to be set aside during the spring and summer to meet emergencies of weather and transportation which may arise next winter.

"But the great storage capacity of the country lies in the bins of the individual consumer, and there the country's coal reserve must be built up during the spring and summer when coal production is unhampered and the transportation facilities of the country operating at their highest efficiency.

"To safeguard the consumer the Fuel Administration has prescribed regulations to prevent profiteering and to govern the distribution of coal by licensed jobbers and by retailers. Each domestic consumer will be permitted to secure a full normal supply of coal, but no more.

"Every ton of coal that is hoarded against future need and is not used during the winter is actual waste. The labor and transportation used to bring the coal to the consumer and the actual energy of the coal itself are withheld from doing their part toward speedy victory. Consumers should secure just a little less coal than they believe they need and should make every shovelful give its full value in heat and power. Every shovelful moved means help for the industries. In turning out supplies for our troops abroad, help for the ships that must

bridge the 3,000-mile gap between our shores and the battle front, and help toward ultimate victory."

## SPECIFICATIONS FOR STANDARD FREIGHT CARS ARE COMPLETED

Seven Types to Be Built in Accordance With Plans Worked Out by Government Experts.

Specifications for standard railroad freight cars, compiled by special committees and approved by Director General McAdoo, call for seven types of bodies for box, gondola and hopper cars and for three types of trucks. Contracts for cars, estimated to run from 50,000 to 100,000, are expected to be awarded momentarily.

The seven types of cars covered are a 40-ton double sheathed box, a 40 and 50-ton steel frame single sheathed box, 50-ton steel gondola, 50-ton composite gondola, 70-ton steel gondola, 55-ton hopper and 70-ton hopper. The three truck designs are for 40, 50 and 70 tons. Those parts of the designs which could have been made common to all cars, M. C. B. specifications were freely adopted.

The friction type of draft gear has been specified for all cars. Center sill construction is designed to meet M. C. B. requirements. Safety appliances are to be in accordance with United States safety appliances in effect on date of proposal. All bolts are to have square heads and nuts unless otherwise specified. All bolts for securing steel against steel are to have cotter pins, lock washers or lock nuts, in addition to common nuts, and all bolts for securing wood against steel to be riveted over nuts.

Cars are to be equipped with Westinghouse KD-10-12 type of either Westinghouse or New York Air Brake manufacture. Couplers are to be of cast steel, in accordance with M. C. B. contour and specifications. Center plates are to be, first, drop forged, or second, cast steel.

All designs of the box cars will have a steel underframe and steel ends. The bodies of the 40-ton and 50-ton single sheathed box cars are identical, the only difference being in the trucks.

The gondola cars are designed to carry a concentrated load of two-thirds of the capacity of the car over a distance of 10 feet at the center. Eight doors are provided on the 50-ton all-steel and composite high side cars. Those on the all-steel car are hinged cross-wise of the car, while those on the composite car are hinged along the center sill to dump toward the side. In both cases the doors are operated in pairs. The flooring for the composite cars is to be of long leaf yellow pine or fir.

The hopper cars are of all-steel construction, the 55-ton car having double hoppers and the 70-ton, triple hoppers. The four doors forming the center opening in the 70-ton car are operated by one mechanism and in all other cases the doors forming the opening are operated in pairs.

## GEORGE W. MCCARTNEY VETERAN ENGINEER CLAIMED BY DEATH

Had Come Unexpectedly This Morning at His Fairview Avenue Home; Had Many Experiences.

George Washington McCartney, 69 years old, a widely known retired Baltimore and Ohio railroad engineer, died Monday morning at 8:30 o'clock at his home 210 East Fairview avenue, although Mr. McCartney had been failing in health for the past two years his death was unexpected. He was out in the yard of his home on Saturday afternoon and apparently was in his usual health up until yesterday afternoon when his condition became critical. A year ago this winter Mr. McCartney, accompanied by Mrs. McCartney spent the winter in Pineland, Fla., deriving much benefit from the trip.

Mr. McCartney was born in Pittsburgh, February 23, 1849, a son of the late Mr. and Mrs. William McCartney. A part of his early life was spent in Pittsburgh, where he came to Connellsville, where he had since resided. Mr. McCartney was in the service of the Baltimore and Ohio railroad for about 35 years. He entered as a fireman and was later promoted to an engineer, having passenger runs for a number of years. He ran the first train out of Connellsville over the Fairmont branch and for many years on passenger trains Nos. 50 and 51, running from Connellsville to Fairmont.

Mr. McCartney was injured in several railroad wrecks and at one time had a miraculous escape from death when his engine went over a 160-foot embankment at the Pinkerton tunnel at Ursina. The fireman was killed and Mr. McCartney was confined to his home for several weeks. He retired from the service about six years ago and was placed on the company's pension list. Deceased was a life member of the Duquesne lodge of Masons and also a member of the Brotherhood of Locomotive Engineers.

Thirty-eight years ago he married Miss Ella Graf, a daughter of the late Samuel and Mary Graf of Connellsville. To the union four children were born, three surviving as follows: Mrs. Edwin Sellers and Mrs. J. Howard Henderson of Connellsville, and Harold G. McCartney, who is in the aviation service at Houston, Tex. In addition to his widow and children Mr. McCartney is survived by one brother, William McCartney of Omaha, Neb., and one grandson, Billie Henderson. Previous to entering the employ of the Baltimore and Ohio railroad Mr. McCartney ran on the Pennsylvania railroad.

**One Movement in March.**  
The movement of iron ore from the Lake docks to inland furnaces during March was 1,651,364 tons, as compared with 1,658,536 tons in March, 1917. There was left in the dock piles 7,481,728 tons as against 6,792,076 tons a year ago.

## LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, April 6, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
40	Adah	Westm-Fayette Coke Co.	Greensburg
100	Allice	W. Harry Brown	Allice, Fay. Co.
293	Allison No. 1	W. J. Rainey	New York
202	Briever	W. J. Rainey	New York
142	American No. 1	Reilly-Peabody Fuel Co.	Pittsburg
240	American No. 2	Reilly-Peabody Fuel Co.	Pittsburg
40	Antica	The Wilkey & Feacher C.	Pittsburg
42	Bellevernon	Bellevernon Coal & Coke Co.	Pittsburg
257	Besco	Champion Gas Coal Co.	Pittsburg
20	Browning	Browning Coke Co.	Uniontown
50	Brownville	Brownville Coke Co.	Uniontown
84	Burdinal	Clark Coal Co.	Smithfield
205	Century	Century Coke Co.	Brownsville
40	Champion	Champion Cville Coke Co.	Uniontown
120	Crystal	Crystal Coke Co.	Pittsburg
236	Denbo	Reliance Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
180	Donald 3	Consolidated Cville Coke Co.	Uniontown
143	Edna	Waltersburg Coke Co.	Uniontown
32	Emory	Sunshine Coal & Coke Co.	Uniontown
32	Finley	Jas. Byrne & Co.	Uniontown
80	Freits	South Fayette Coke Co.	Uniontown
119	Garwood	Actna-Connellsville Coke Co.	Connellsville
58	Genuine	Genuine Cville Coke Co.	Uniontown
200	Griffin No. 1	Peabody Coal Co.	Pittsburg
200	Griffin No. 2	Hillman-Nett Coke Co.	Pittsburg
210	Herbert	Connellsville Central Coke Co.	Pittsburg
45	Hillside	Westmoreland Gas Coal Co.	Pittsburg
104	Hill Top	Connellsville Coke Co.	Connellsville
38	Hope	James H. Hoover	Mediantown
105	Hustead	Hope Coke Co.	Uniontown
250	Isela Coal & Coke Co.	Hustead-Sumans & C. Co.	Pittsburg
220	Leon	Junior Coal & Coke Co.	Uniontown
400	Lincoln	Union Connellsville Coke Co.	Uniontown
40	Little Gem	Atlas Coke Co.	Uniontown
250	Lufayette	Franklin Coke Co.	Uniontown
24	Luzerne	Lincoln Coal & Coke Co.	Scottdale
64	Marion	The Bixler Coal & Coke Co.	Pittsburg
132	Menallen	Connellsville Central Coke Co.	Pittsburg
200	Mr. Hope	Menallen Coke Co.	Uniontown
30	Murphy	Mr. Hope Coke Co.	Uniontown
100	Old Home	Edward Coal & Coke Co.	Connellsville
180	Orient	W. J. Parrish	Uniontown
302	Purdian	Orient Coke Co.	Uniontown
30	Perry	Purdian Coke Co.	Uniontown
72	Plumer	Perry Coke Co.	Pittsburg
101	Poland	Plumer Coke Co.	Uniontown
120	Rich Hill	Poland Coal Co.	Pittsburg
88	Rice	Rich Hill Coal & Coke Co.	Uniontown
365	Royal	Rice Coal & Coke Co.	Connellsville
30	Sage	W. J. Rainey	New York
378	Seacright	H. C. Frick Coke Co.	Smithfield
260	Shamrock	Taylor Coal & Coke Co.	Uniontown
156	Spectator	Fayette Coke Co.	Uniontown
310	Sterling	H. C. Frick Coke Co.	Uniontown
50	Sunshine No. 2	Consolidated Cville Coke Co.	Uniontown
400	Thompson 1	Ladone-Gullion C. & C. Co.	Massadale
400	Thompson 2	Thompson-Cville Coke Co.	Pittsburg
220	Tower Hill 1	Thompson-Cville Coke Co.	Pittsburg
326	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
34	Virke	Byrne Coal & Coke Co.	Scottdale
400	Washington 1	Washington Coal & Coke Co.	Dawson
425	Washington 2	Washington Coal & Coke Co.	Dawson
76	Wineland	Banning-Cville Coke Co.	Uniontown
80	Wynmore	Wineland-Gilmore C. & C. Co.	Uniontown
30	Yukon	Whitel Coke Co.	Uniontown

Y		FURNACE OVENS		
11,843	10,512			
120		Atcheson	Republic Iron & Steel Co.	Cans.
100	100	Bridgeport	H. C. Frick Coke Co.	Pittsburg
100		Brier Hill	Brier Hill Coke Co.	Brier Hill
426	426	Bullington	H. C. Frick Coke Co.	Pittsburg
500	471	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg
156	156	Colonial No. 2	H. C. Frick Coke Co.	Pittsburg
200	200	Colonial No. 3	H. C. Frick Coke Co.	Pittsburg
250		Death	H. C. Frick Coke Co.	Pittsburg
500	420	Edenborn	H. C. Frick Coke Co.	Pittsburg
200	200	Fairbank	Scrubbers Coal & Coke Co.	Fairbank
400		Fountaindale	H. C. Frick Coke Co.	Pittsburg
202	202	Geneva	McKeefer Coal Co.	Leetonia, O.
175	175	Lafayette	Lafayette Coke Co.	Lafayette
462	462	Lambert	H. C. Frick Coke Co.	Pittsburg
516	516	Leckrone	H. C. Frick Coke Co.	Pittsburg
244	244	Martin	Republic Iron & Steel Co.	Uniontown
30	30	Newcomer	H. C. Frick Coke Co.	Pittsburg
400	400	Republic	Republic Iron & Steel Co.	Uniontown
330	330	Ronco	H. C. Frick Coke Co.	Pittsburg
5,876	4,557			

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## Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B. Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Victor Bee-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

## A MINERS' REGIMENT IS BEING ORGANIZED FOR DUTY IN FRANCE

In Answer to Gen. Pershing's Call for Men Who Are Specially Skilled.

### ENLISTMENT VOLUNTARY

Open to Men 31 to 41 Years of Age and to Draftees Who Are Not Needed to Fill Out Deferred Quotas on Last Draft; Now Being Recruited.

In answer to the call of General Pershing for experienced mine workers to serve in France the government has authorized the organization of a special regiment to be known as the 27th Engineers, or Mining Regiment, National Army which is to be raised by volunteer enlistment. It will consist of six companies of 250 men each, or 1,500 in all.

The regiment is being made up of picked men who have had experience and who have demonstrated their skill in mining work. Those desired include both hand and machine drillers, muckers, trammers, timbermen, conners, tracklayers, pumpmen, hoistmen, blacksmiths, coal sharpeners, electricians, machinists, carpenters, surveyors, limekeepers, cooks, shift bosses, mine foremen and topmen. All men who volunteer for this service will be enlisted as privates, but those who prove qualified will be made non-commissioned officers.

While most of the work will be underground the regiment will be equipped as infantry and trained to fight. The work will consist in tunneling and construction, with plenty of opportunities, no doubt to do some real fighting.

to the Commanding Officer, 27th Engineers, Camp Meade, for induction into the service, sending with their application a letter from their local board stating that they are not needed to fill any deferred quota for the last draft.

The men of men in this service will be according to the established schedules of the United States Army for service in a foreign country. Privates will receive \$33 per month; first class privates, \$36.00; buglers, \$35; cooks, \$44; wagoners and saddlers, \$40.20; horsekeepers, \$41; corporals, \$40.80; sergeants, stable mess and supply sergeants, \$51.20; first sergeants, \$60. On the regimental non-commissioned staff, master engineers, senior grade, receive \$90; junior grade, \$84; regimental sergeant major and battalion supply sergeants, \$80.

All enlisted men are furnished with food, clothing and medical attendance according to army standards.

## FATHER MERZ IS LEAVING LOCAL CATHOLIC CHURCH

Assistant to Rev. John T. Burns is Assigned to Pastorate in Washington County.

Rev. Father William Merz, assistant to Rev. Father John T. Burns of the Immaculate Conception church, for nearly 10 years, has been appointed pastor of the Catholic church at Avella, Washington county, Pa. The church is a new one and Rev. Merz is his first pastor. He will organize the congregation.

They Moved Often.  
John Burchinal, of Herbert works yesterday began a divorce suit in Uniontown against Helen Burchinal alleging cruel treatment and adultery. They were married in Pittsburg March 6, 1916, and have since resided, the statement says, at Percy, Youngstown, Lemont, Revere, Hopwood, Connellsville and Herbert.

## Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

## LAFAYETTE PUMPS

Steam, Air and Electric Driven

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## THOMPSON CONNELLSVILLE COKE CO.

800 OVENS. MONTHLY CAPACITY 55,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:	CONNECTIONS:	PITTSBURG OFFICE:
Thompson No. 1 400 Ovens. Thompson No. 2 400 Ovens. Near Republic Station, Fayette County, Pa.	Pennsylvania R. R. Pittsburg & Lake Erie R. R. Baltimore & Ohio R. R.	2102 First National Bank Building, Pittsburg, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION. As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT Du PUY, President. JOHN C. NEFF, Gen. Mgr.

## Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

## Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHES ON REQUEST

## Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

## GRACETON COKE CO.

Graceton, Penna.

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Printing for Coke Company Offices and Works a Specialty

One Order will make you a Permanent Customer.

## THE COURIER COMPANY

127½ W. Main St.,

Connellsville, Pa.





## "CASEY" JONES REVELS IN THE SIGHTS, WONDERS AND CLIMATE OF SUNNY ITALY

Explores the Eternal City and Visits Many Interesting Places.

### WINS THE ITALIAN EAGLE

The beauties and wonders of Italy, as they appear to keenly observing Americans, are very interestingly described by Ben. C. "Casey" Jones in a letter written to his mother, Mrs. B. F. Jones of East Cedar avenue, from an aviation instruction center in southern Italy. The letter bears the date of February 15 and is as follows:

"Probably you think I am lost, but after roaming around in France for three months I am at last in sunshine down here. During my trip I could only drop a card.

"First, I must tell you something of our wonderful trip. Just a brief outline as you know I could write for experiences and sights. We left our former camp in France, traveling first-class, which aviators and officers only enjoy over here. Our route led north and then south and then through the Alps until we crossed the border into Italy. That section of France was wonderful. We were allowed stop-over privileges at all large cities and places of interest. Coming to the Alps we spent three days in looking around the towns in the mountains. I cannot describe their beauty. My camera was not from taking pictures.

"Our first impression of Italy was gained after passing through the great tunnel, 27 miles long, at Modena. We saw our first Italian city when we came to Turin, another wonder. After riding in an open back (we call them sea-going hacks because they look like boats) for several hours, we entered and proceeded to Pisa. Here we saw the famous leaning tower.

"Our next great stop was Rome. I was much surprised, during my tour of this city, to learn that I had seen three of the seven wonders of the world. They are the Coliseum, St. Peter's Cathedral and the Forum. I rode on the Appian Way; crossed the famous bridge of Horatio (restored in

the 15th century) and explored the ruins of the great Stadium where Titianus Silius, the negro, built a wonderful castle. The Stadium had a seating capacity of 25,000 and was the scene of the chariot races depicted in "Ben Hur" and "Quo Vadis." I went through the Vatican which contains 1,200 rooms. Oh! it was all too wonderful to explain.

"After eating a wonderful meal we left Rome and proceeded to within a few miles of Naples, where we saw Mt. Vesuvius, an eruption of which destroyed the cities of Pompeii and Herculaneum. We did not stay long at Naples. I expect to spend the week and there next week.

"This camp is wonderful, no less so than the meals furnished by the Italian soldiers. Our diet of fare consists of oranges, spaghetti, macaroni and such standard dishes as are common among these people, so I don't need to come to the U. S. A. for a spaghetti supper. We have brick barracks, iron beds, sheets, and so on. The weather is fine. Today we are having weather similar to the hot days of July in Pennsylvania. Sometimes I think it must be all a dream, but I always hope I will not awaken from it.

"We fly constantly, except during the extremely hot hours of the day when the air is too 'limpy.' I expect to pass the test for the Italian Eagle, a beautiful insignia. (A letter states that "Casey" has passed this test.)

"I must tell you that while in Rome I stood on the spot where Caesar was killed and saw the places where Marc Anthony and other Romans distinguished themselves in the days of long ago.

"I can hardly wait until I get to doing real work over the lines, as I feel such confidence in myself. I am troubled about clothes, the only thing in wearing apparel I brought from France was heavy wool and now I am scouring the town for any old light-weight clothes I can find. This town has a population of 50,000 inhabitants, but the sanitary conditions were sadly neglected in building it.

"Our time is now to take a dip to cool off so we have all decided to close our letters and pick some oranges."

## BELL CONDUIT ORDINANCE IS BEFORE COUNCIL

Under Its Terms Franchise for Use of Streets is Limited to 10 Years.

### IT MAY BE RENEWED THEN

Will Reimburse City For Cost of Putting or Repairing in Occupied Sections; Contract is Let For Equipment for Paid Firemen; Other News.

The revised ordinance designed to permit the Bell Telephone company to place a conduit system under the streets of the city was introduced in council, Monday. The revised ordinance was presented to the councilmen at a recent meeting and after thoroughly going over it, found it acceptable.

The telephone company wants to get the ordinance through so that it can be laid before the Public Service Commission get work started. It is expected that it will take at least six weeks to get action by the commission, and the quicker the matter is placed before them the sooner the work on the conduit system can be started.

Under the new ordinance, after 10 years the Bell company cannot lay a conduit or construct any additional part of the system without first securing the consent of the city council. In the first ordinance offered to council there was no such clause and the lack of it was one thing that held up approval of it.

In addition the company agrees to reimburse the city for the cost of paving of 36 inches over its conduits in any street where repaving is done, or in any street where paving is to be laid over the sunken lines. The company will put in its conduit system on Pittsburgh street, between Peach street and Washington avenue, and remove all poles not necessary for terminals, within one year after the plans have been submitted to the Public Service Commission.

In case the city should decide to pave Crawford avenue between Prospect street and the Young bridge, the company will place its conduits and sink its manholes before the paving is done.

Contract for 10 firemen's coats, several hats and six pairs of boots was awarded to the United States Rubber company. The Connelville Publishing Company was given the contract for the annual city report.

The H. C. Frick Coke company asked that the assessment on property in the Sixth and Seventh wards be changed. The coke company says that six acres of coal in the Seventh and three in the Sixth were mined last year and is no longer assessable.

A petition of Swayne Harper, and Estella C. Ford, asking that the city vacate a part of Graham avenue, West Eighty street and the bridge of the Western Maryland railroad was read. The street is 24 feet wide, with space for two eight-foot sidewalks. The petitioners say this grows up in weeds during the summer as there is little or no travel on the street, it being cut off by the railroad.

### BIG STAKES PROPOSED

Cochran Asks Members of Lake Erie Circuit to Give \$1,000 Each.

Harry Cochran, secretary of the Dayton Fair Association, has proposed to the other members of the Lake Erie circuit that each give a \$1,000 stake race at their meetings next fall. It has been proposed that the classes be made up for the slow trotters, as this would bring many horses into the circuit that otherwise would be thrown out of training and laid up until next year. The big idea is to get the man with a fair trotter to enter the events and race his horse, as the public is not at all concerned whether the time is sensational over a half-mile track as long as there are red-hot contests with plenty of neck-and-neck finishes and the result in doubt until the last few feet of the fifth heat.

Unless present arrangements go astray, the Dawson management is to have a couple of days of its fair and racing meeting perpetuated by having the racing events filmed.

### WAR TALK FOR TEACHERS

Liberty Loan, Red Cross and Other Phases on Saturday's Program.

At a meeting of the Fayette County Educational association Saturday in Uniontown food conservation, war gardens and the boys' working reserve will be discussed in the morning. In the afternoon Rev. E. A. Hodell, pastor of the Third Presbyterian church, Uniontown, will discuss the Red Cross, Judge R. E. Umbel will talk on War Savings stamps and Wooda N. Carr on the Third Liberty Loan.

Bela B. Smith, principal of the Connelville high school, is on the program for a talk on "The High School Curriculum."

### KOOSER A CANDIDATE

Enters Race for Legislature From the First District of Fayette.

Ernest R. Kooser, assistant superintendent of the West Penn Power company, and a resident of Connelville all his life, has announced as a candidate for nomination for legislature from the first district of Fayette county on the Republican ticket. His petition is in circulation today and is receiving the signatures of many influential leaders and voters of his party in the district.



## The Voice of Lincoln

"We accepted this war for a worthy object, and the war will end when that object is attained. Under God, I hope it will not end until that time."

Fifty-four years ago when many people were asking, as some are asking to-day, what was the use of the war, Abraham Lincoln replied in the above stirring words.

The voice of Lincoln can be heard in America today. His appeal is for us to keep up the struggle until the object of the war is obtained and the world is made safe for democracy.

Every person in this country has a distinct share to do and YOUR share is to buy LIBERTY BONDS to provide the United States Government with the necessary money for carrying on the war to a successful end.

The more Bonds you buy, the quicker will the war end and the more American soldiers will return home safe and sound.

These American soldiers are risking their lives, but the buyer of LIBERTY BONDS does not even risk his money. When you buy a LIBERTY BOND, in addition to the satisfaction of performing your patriotic duty, you get the best investment in the world—a United States Government Bond, guaranteed by the richest nation in the world.

## BUY LIBERTY BONDS

And buy them today from any bank



## Norton & Norton, Metals.

as a patriotic contribution towards winning the war

### The Grim Reaper

#### HENRY MILLER.

Henry Miller, 32 years old, died Monday at 3:45 P. M. at the home of his son-in-law, Jacob Bengel, No. 408 South Pittsburgh street of complications of disease. Mr. Miller had been an invalid for the past 25 years and since last Saturday his condition had been critical. Funeral Tuesday afternoon at 3:30 o'clock from the Bengel residence, with Rev. Ellis B. Burdick, of the Trinity Lutheran church, officiating. Mr. Miller was born in Alsace-Lorraine, France, February 8, 1886, a son of the late Mr. and Mrs. Peter Miller. When a young man he served in the French army. About 17 years ago he came to this country, settling in Buffalo, N. Y., residing there for a short time. The remainder of his life was spent at Adelphi and in Connelville, residing at the former place for 27 years. Since last September Mr. Miller had made his home with his son-in-law and daughter, Mr. and Mrs. Bengel. Mrs. Miller, who before her marriage was Miss Magdalene Dick, died at the Bengel home four months ago. Mr. Miller was a member of the Trinity Lutheran church and was widely and favorably known. In addition to his daughter, Mrs. Bengel, he is survived by two sons, Peter Miller of Dickerson Run; John Miller of Connelville, and one brother, Christian Miller of Buffalo, N. Y.

#### MRS. ELIZA HARDY.

Following an illness of pneumonia Mrs. Eliza Hardy, 82 years old, widow of Henry Hardy, died Tuesday morning at her home at Dunbar. Funeral from the house Friday afternoon at 1 o'clock and from the Methodist Protestant church at 2 o'clock. Rev. Theodore Darnell, the pastor, and Rev. T. M. Gladden of Turtle Creek, a former pastor, will officiate. Interment in Franklin township.

#### MRS. JANE McMANUS.

Mrs. Jane McManus, 26 years old, wife of Joseph McManus, died Monday morning at her home at Dunbar. Funeral services were held Wednesday morning at the Lutheran church at Mount Pleasant. Deceased spent all her life in that community, where she was widely and favorably known. Mrs. McManus' death is the second to occur in the family in the past two months. Her father, John H. Miller, died January 24. Mrs. McManus is survived by her husband, who today left with the draftees for Camp Lee, Petersburg, Va., one child, Lillie, and a brother, Isaac Miller, who is with the 326th Infantry, stationed at Atlanta, Ga., and a brother-in-law, John Vincent of Star Junction.

#### MRS. NORA WEAVER HUBBS.

Mrs. Nora Weaver Hubbs, wife of Walter Hubbs, proprietor of the St. Charles hotel, South Brownsville, died Sunday afternoon at her home following a lingering illness. Funeral services from the Hubbs home Wednesday afternoon at 2 o'clock with interment in Rodations cemetery. Deceased was the daughter of Mr. and Mrs. John Weaver of Scotland. She was born September 29, 1879, and united in marriage to Mr. Hubbs April 22, 1896. Mrs. Hubbs is survived by her husband, four children, Jesse, Harry, Leona and Mildred Hubbs, her parents, and one sister, Mrs. John Murray of Scotland.

#### MRS. SUSAN E. MARTIN.

Mrs. Susan E. Martin, 82 years old, wife of James Martin, and a former resident of Lower Tyrone township, died Friday night at the home of her daughter, Mrs. William C. Crowell, in Cleveland, where she had been living for 10 years. The funeral was held from the Methodist Episcopal church, Dawson, with the interment in Dickerson Run Union cemetery. Mrs. Martin is survived by her husband, two children, Mrs. Crowell, and a son, William, of Cleveland, a sister, Mrs.

#### MRS. MARY DULANEY.

Mrs. Mary Dulaney, 99 years old, one of the oldest residents of Fayette county, died Friday afternoon at her home at Smithfield. Funeral services were held at the Dulaney home Sunday afternoon at 2 o'clock, with Rev. Ralph Bell, pastor of the Methodist church, officiating. Interment will be in the Smithfield Baptist cemetery. Mrs. Dulaney, who before her

marriage was Miss Mary Zearley, was born near Smithfield March 30, 1819. In 1945 she was united in marriage to Joseph Dulaney. Following Mr. Dulaney's death in 1877 his widow resided with her son, Albinus Dulaney.

In 1946 deceased united with the First Methodist Episcopal church and for 73 years of her life had been a member of that congregation. In addition to two children Mrs. Dulaney is survived by 12 grandchildren and nine great grandchildren.

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## LOYALTY LEAGUE TO BE FORMED IN CONNELLSVILLE

Meeting Called For Friday Evening in High School Auditorium.

### 'O SUPPRESS DISLOYAL

able is invited to attend the Conference and Participate in the Discussion; Many Here Give Comfort to the Enemy, is Charge Made.

Suppression of seditious acts and utterances and the suppression, if necessary, of anti-Americans of whatever birth, is the object of the Loyalty League of Connelville which is to be formed at a meeting called for Friday evening of this week, at 8 o'clock, in the high school auditorium. According to reports there are some "nests" of anti-Americans in the city and it is expected the league will assume the task of seeing that their activities are ended. Circulars sent out today are self-explanatory. They read:

"The undersigned will be glad to have you and all other good American citizens attend a meeting in the new high school auditorium, Friday evening, April 12, 1918, at 8 o'clock, for the purpose of organizing the Loyalty League of Connelville, whose object and purpose will be the suppression of seditious acts and statements, and whenever necessary, the suppression of anti-Americans, wherever born.

"This will be an open meeting. You and your friends are not only wanted in this important work but it is our bounden duty to show our hands now. There are entirely too many persons in and about Connelville giving aid and comfort to our enemies, either by withholding their endorsement of our common cause, or refusing to assist in winning this war. If there be enemies among us, let's list them today for present and future use. We must not feed or support our enemies at home or abroad. Come to the meeting prepared to take part."

The call is signed by Mayor John Duggan, Rev. J. L. Proudt, Joseph J. Thompson, John L. Gans, Captain Lloyd Johnston, Joseph B. Ehard, W. D. McGinnis, Samuel R. Cox, Samuel T. Irvin, Elmer R. McKut, John A. Kessler, Thomas R. Cunningham, Russell Vaughn, Salvatore Desmon, W. E. DeBolt and R. S. Cooper.

### ASKS CHURCHES TO ACT

Smithfield G. A. R. Post No Longer Able for Memorial Observance.

SMITHFIELD, April 9.—Because of the age of the members and the thinning numbers Jerry Jones Post No. 451 of the Grand Army of the Republic has asked the churches of the borough to relieve it of the burden of preparing for the observance of Memorial Day in the future.

The churches have appointed committees to meet with a committee of the post.

Home on Furlough.

Tony Renock, of the Machine Gun company, 110th Infantry, stationed at Camp Hancock, Augusta, Ga., is spending a furlough at his home at Wheeler.

## ASHE AGAIN ELECTED SUPERINTENDENT OF THE CITY SCHOOLS

At Special Session of School Board Present Head Is Re-Employed For Four Years.

At a special meeting of the school board held this morning Stanley P. Ashe was re-elected superintendent of the Connelville school district for a term of four years. A vote of the directors showed five votes for and two against the superintendent. There was no other candidate for the position.

Mr. Ashe has been superintendent of the Connelville schools for seven and one-half years. Previous to his election as superintendent of the first time, he was a teacher of mathematics in the high school. The Connelville schools have prospered under Mr. Ashe, he being responsible for many improvements that have been made here.

The only other matter taken up at the meeting was the salary of the superintendent which was increased from \$2,500 to \$3,000 a year.

### STUDENTS ORGANIZE

Red Cross Active in the Schools of Connelville Township.

The schools of Connelville township have organized a Junior Red Cross, with a membership of 100 per cent. Teachers were elected officers as follows: President, Miss Grace Diket of the Poplar Grove school; vice president, Miss Anna Pette of the Washington school; secretary, Miss Helen Munk of the Narrows school. Each teacher will act as treasurer of her own room.

The pupils are not only taking up Red Cross work, but engaged in other work as well. They are buying thrift stamps and in many other ways, are "doing their bit." The pupils of Poplar Grove will have war gardens, and are also knitting wristlets. The pupils of the Narrows are also knitting wristlets, while the Rock Ridge pupils are knitting an ambulance blanket. The schools in the township are Poplar Grove, Washington, Rock Ridge, Narrows, Broad Ford and Casparis.

### COUNTY POSTMASTERS

To Meet to Consider War Savings Stamps and Liberty Bonds.

W. D. McGinnis, central accounting postmaster of Fayette county, has issued a call to the postmasters of the county to attend a meeting to be held in the high school building at Uniontown, Wednesday, April 17, at 2 o'clock P. M., for the purpose of giving further consideration to the sale of War Savings Stamps, the sale of Liberty Bonds and other matters.

Postmaster Harry Hagad, of Uniontown, will be chairman of the meeting. Addresses will be made by Robert E. Umbel, Uniontown, and Alex Dunbar, cashier, Bank of Pittsburgh, N. A., of Pittsburgh. Congressmen Bruce F. Stirling and James H. Beall will be present at his duties at Washington will permit.

Postmasters are urged to bring their postal employees with them and to be prepared to ask questions.

Bender Fined \$10.70.

J. H. Bender of Harrisburg, a salesman, was taken from a West Penn street car here yesterday for refusing to pay the war tax. He was given a hearing before Alderman Fred Munk this morning and fined \$10.70.

Advertise in The Weekly Courier.

Subscribe for The Weekly Courier.





## BRITISH RETREAT BEFORE GERMAN DRIVE A MASTER MOVE DECLARES DR. HILLIS

**Says Haig Has Set Trap  
in Which Will Be a  
Dead Rat**

### ASSAILS THE PRO-GERMANS

**Men Who Villify England  
Should Be Arrested  
and Shot.**

### ARE AGAINST U. S. HE SAYS

**Horrible Atrocities of the Germans in  
Belgium and Other Invaded Territory  
Exposed by Word and Picture  
at Navy League Banquet Last Night.**

The British retreat before the German advance in the drive that now has been stemmed will prove to be a master stroke of strategy, in the opinion of Dr. Newell Dwight Hillis as expressed in his lecture on "German Atrocities" before an audience of several hundred men and women Wednesday night in the high school auditorium under the auspices of the Edwin S. Porter branch of the Navy League.

In falling back before greatly superior numbers Field Marshal Haig has set a large rat trap in the devastated region in which, said the lecturer, there will in a very short time be a dead rat.

Regardless of the outcome of the big offensive Germany never will be able to crush either France or England. Germany is doomed, said he. Only by superior numbers and immense preparation has the Kaiser been thus far able to maintain his place. In comparison with the French and British soldier the German soldier is no soldier at all, he said. This has been demonstrated in the manner in which the smaller number of Frenchmen and Englishmen have held at bay and beaten back the Hun.

The reason for believing that Germany cannot smash France, he said, is that every French soldier counts himself dead. None expects to survive the war. The French people have taken firm hold on belief in the immortal life. They have been redeemed from the fear of death and will fight until the last man is dead, he said. If France is defeated there will not be an able bodied man alive to tell about it, he added. In the women is the same spirit.

Americans have not been giving England a square deal, said the speaker. This country has allowed pro-Germans, he said, to vilify Great Britain while only the intervention of the English bulldog, its navy, has held this nation safe from attack.

Relating the story of a man in Grant's army who found delight in a defeat for Phil Sheridan and was executed, Dr. Hillis aroused a storm of applause by declaring that the man who desires the defeat of Haig's army or the French army is wishing for the fall of Pershing's army and should be arrested at night and shot in the morning.

In recognition of the power of the British naval forces, he said, there should be placed on the reverse side of the American dollar "And in the English Ships."

As further evidence that the Germans will never be able to break down the English nation, he pointed to the vast amount of work the women are doing in the munitions factories and on the farms. There are now 3,000,000 women and girls in the munitions factories, he said. Every 24 hours they turn out more small shells and every 48 hours more large ones than England did the whole first year of the war. Every 24 hours the English factories turn out a thousand machine guns. Ministers have all but forsaken their calling to aid in war work and two-thirds of the schools are closed while teachers and pupils work for the cause of the nation, he continued.

Principally the address of Dr. Hillis was devoted to the crimes of Germany—atrocities such as the American Indians never thought of. Many of them were so terrible, he said, as to be beyond description before a mixed audience. What were described caused gasps of horror. One he described, the evidence of which is preserved, was the slaying open of a woman about to become a mother, removal of her unborn babe, and substitution of the head of her husband who had been slain before her eyes. Another was the bayoneting of a two-year old babe which was carried on parade while its life blood ebbed away; others were the roving of young women and girls, even children, and their violation by the German soldiers until they were dead—thousands of them.

Belgium was not the only sufferer. Similar atrocities were perpetrated on the Italians when the Germans invaded Italy. For instance he told of a photograph of Italian soldiers carried into butchershops and impaled on the meat hooks "by the most delicate cords in the human system."

A hundred thousand Belgian girls were carried off into captivity by the Germans. Most of them are long ago dead, he said.

The atrocities, said Dr. Hillis, were not the work of degenerates but all a part of the German plan of war to terrorize the people of opposing nations. Quoting from General von Hoffman's work on "Law of German War on Land," he proved that arson, rape and murder and mutilation of boys and girls was a part of the German science of military operations.

Age did not spare with the Germans. Babies in the cradle and men and women nearing the century mark alike suffered in order that the in-

habitants might be terrorized. Producing what is known as a soldier's token, a small disk carried by each man in his vest pocket, Dr. Hillis pronounced it the "most damnable thing that has come out of Hell." This bears an inscription insuring the soldier that in the day of judgment he shall not be questioned as to the atrocities he commits in the name of the fatherland. Following this up Dr. Hillis declared "the German Kaiser's God is my Devil." The Kaiser has had God and the Devil mixed for four years, he said.

Much evidence has been preserved to prove the atrocities of the Germans, said Dr. Hillis. Besides hundreds of photographs there are 100 mutilated bodies held at morgues, including the one of the woman with her husband's head inserted in the abdomen.

## HOME SERVICE MEN OF RED CROSS LOOK AFTER DEPARTING SOLDIERS

**Will Accompany Transports Across  
and Bring Back Messages and  
Attend to Wants of Men.**

Every transport carrying American soldiers abroad is to have on board representatives of the Home Service of the Red Cross to look after the comfort of the departing men, according to the announcement of Frank W. Persons, director general of the Department of Civilian Relief of the Red Cross.

"These Home Service Men," said Mr. Persons, "will have a two-fold opportunity and duty: First, to learn by personal conference the anxieties of the soldiers on board and to forward knowledge of these to our department, and secondly, to send communications from the man in the service to his family. The soldiers in the camp are not told very long in advance that they are to go abroad, as this is not wise from a military standpoint. The men have very little time to communicate with their families and friends before leaving. If on the voyage there is some one with whom they can talk over family matters and by whom they can send word to their families, they will travel with lighter hearts and be ready to give the Red Cross opportunities to help.

"We shall have on the transports as many men as are necessary to look after the comfort of the departing men. They will return to prepare their reports to the Red Cross."

## COLORED REGISTRANTS

**Furnish Higher Percentage of  
Draftees Than the White Citizens.**

The report of Provost Marshal General Crowder shows that 737,626 colored citizens were registered under the selective service law, or 7.59 per cent of the whole number of registrants. Thus far there have been 208,953, or 28.33 per cent of the colored men called by the local boards as compared with 32.48 per cent of the white men.

Of the colored men called 133,256, or 63.77 per cent, have been rejected, exempted and discharged as against 2162,783, or 75.25 per cent, of the white citizens rejected, exempted and discharged. The 75,897 colored citizens certified for service were 36.23 per cent of the number called as against 711,210, or 24.75 per cent, of whites certified.

## WANTS FLAG TO FLOAT

**Vanderbilt Man Protests Against Non-Use of Banner.**

Complaint is made in a communication to The Courier that a flag procured at Vanderbilt by public subscription is not in use. The writer, W. Woods Young, says: "The people of this borough and vicinity raised money for a flag to replace the one previously bought by public subscription. Now the people wish to see that flag floating to the breeze as the one bought before is in threads. The people of this town wish that Old Glory shall be floating to the breeze. Mr. Reed gave the pole free. Now, why not see that Old Glory is at the top?"

## HULLTOWN ORGANIZES

**Lower Tyrone Red Cross Has Hundred Per Cent Membership.**

The Hulltown school is the first in Lower Tyrone township to organize a Junior Red Cross. The organization was effected Wednesday with a membership of 100 per cent as follows: Officers were elected as follows: President, Albert Huffine; vice president, Stearl Herbert; secretary, Alice Foreman; treasurer, Vera Patterson. The teachers are Miss Ethel Painter and Miss Edna Conway.

## 14TH CHILD BORN

**Baby Girl Arrives at Home of Mr. and Mrs. William McFarland.**

In making his "rounds" at Ohio Tuesday the stork left the 14th child at the home of Mr. and Mrs. William McFarland. The new arrival was a baby girl.

A son was born to Mr. and Mrs. Morgan Peck and a daughter arrived at the home of Mr. and Mrs. B. A. Shaw.

First is a Son.

A son was born this morning to Mr. and Mrs. L. J. Corso of Altoona at the home of Mrs. Corso's parents, Mr. and Mrs. M. J. Weldinger of Carnegie avenue. The babe is the first in the family. Mrs. Corso was formerly Miss Gertrude Weldinger.

Subscribe for The Weekly Courier.

## NINETY-ONE MORE MEN OFF FOR CAMP LEE

**Great Crowd at Baltimore &  
Ohio Station to Bid  
Them Goodspeed.**

## DINNER AT THE ARMORY

**Girls of Domestic Science Department of High School Prepare Box  
Lunches for the Soldiers; Citizens  
Join in the Parade to the Station.**

The first contingent of draftees from Connelville and vicinity called in the second draft left Thursday at 1:30 o'clock on a special train over the Baltimore & Ohio railroad. A great throng, estimated at 7,000 persons, was at the station to see the boys off for Camp Lee, the stores of the city being closed between 1 and 2 o'clock. As the long train pulled out of the station a mighty cheer for the departing soldiers was given. The train left at 2:05 o'clock.

The draftees from both Districts Nos. 2 and 5 assembled at the armory this morning and answered the roll call. The No. 2 board is sending 52 men today and No. 5, 39 men. The latter board is sending a total of 42 men, three having left yesterday by automobile earlier in the week.

The draftees were given their dinner at the armory by the ladies of the Methodist Episcopal church. The lunch was prepared at the armory and served to the men about 12 o'clock. Both Nos. 2 and 5 men were fed, a total of 91 men. The men were also supplied with complete Red Cross knitted outfits at the armory this morning.

At 1 o'clock sharp, the draftees, headed by the Connelville Military Band, the fire department, the Cadets of the city police, Mayor Duggan and the grand jury, the South Connelville Fire Department, the Civil War veterans, and the rifle club left the armory and marched to the Baltimore & Ohio station. At the train the local Red Cross supplied them with boxes containing substantial lunches.

In the boxes were two sandwiches, a cake of chocolate, two apples, two postcards, a pencil and cigars and cigarettes. The sandwiches were prepared by the domestic science class at the high school, in charge of Miss Mary Gans and Miss Ruth Moland.

The cadets consisting of Messrs. T. R. Francis, Mrs. J. R. McGinnis, Mrs. S. P. Ashe, Mrs. B. Smith, Mrs. W. J. Bailey, Mrs. J. M. Young, Mrs. Clyde Whitney, S. P. Ashe and W. O. Adrian.

The draftees who left from District No. 5 today follow: Alfonse Visconti, Jack Morrison, John L. Bartlett, Charles Bernard Lee, James V. Barkley, Ben Kline, Thurman J. Coughenour, Russell C. Coughenour, Jacob Lowry, Daniel W. Bailey, Clarence Taylor, Joseph F. Dennis, Harry G. Coughenour, Charles B. Rankin, Robert J. Dolan, John T. Safchok, John L. Basinger, Edward W. Corrigan, William R. Rankin, Levi G. King, William S. Dickey, Joseph M. Holiday, Ewing D. Miner, Harry Jordan, Ray Caranough, Vincent M. Yowick, David N. Shaw, Raymond E. Addis, Gaetano Deria, Randall W. Leaphine, Harry Ambrose, Walter McCune, Herbert R. Baker, William N. Bundof, Harmon Hagner, Donald Mack, William G. Connell, William O. Bailey, Walter E. Muir.

The No. 5 were in charge of Daniel W. Bailey, captain; Ewing D. Miner, lieutenant; Edward W. Corrigan, lieutenant; William O. Bailey, lieutenant; and Vincent M. Yowick, lieutenant.

Charles Schanze of the Baltimore & Ohio passenger department, with headquarters in Baltimore, and W. A. Pickling, traveling passenger agent, located in Cumberland, will accompany the draftees to Camp Lee.

Men from the Connelville District No. 2, who left yesterday for Camp Lee are:

Robert Swallow, Connelville, William Haley, Connelville, Christian Lunderfeld, Connelville, Paul Gaddis Wagner, Connelville.

Domitio Aquila, Pittsburg, Terrence Murphy, Connelville, Edward L. Kenner, South Connelville.

Harry S. Cochran, Connelville, Luigi Gregori, Scottdale, Gennaro DiLella, Connelville, George Arthur Cashmore, Dawson, David Zaverella, Scottdale, John Ojezenas, Everson, Lloyd S. McClelland, Connelville, Giocondo Sensi, West Scottdale, Raefalle Napoli, Scottdale, Robert Struthers Kerr, Vanderhill, Joseph D. Hoad, Connelville, Dorsey D. Urbach, Dawson, John A. Harry, Connelville, Stanley W. Mong, Dawson, Isaac Bush, Connelville, John Kilpatrick, Connelville, Daniel Henkel, R. D. 2, Connelville.

Ralph Tissue, Mill Run, Charles John Black, Connelville, John Frank Chenock, Dawson, Milton Bailey, Connelville, Joseph Pekko, Connelville, Domenico Pecoraro, Scottdale, Joseph Girard, Connelville.

Harry Edward Eitner, McKees Rocks, William Stoll, Connelville, James I. May, South Connelville, James Lankey, Acme, Ray E. Livergood, Dawson, Austin B. Miller, Pennsylvania, Edward Harold Lepley, Connelville.

Andrew Oppman, Connelville, Lewis E. Killinger, Everson, John Einar Ansel, Owsendale, Biagio Magglio, Connelville, George Richter, Connelville, Walter Murphy, Connelville, James McGinley, Dawson, Clarence F. O'Donovan, Connelville.

Edward Herring, Uniontown, Abram Clark, Freed, Penochiot Santo, Dawson, James S. Minnis, Connelville, John Basile, New York City, N. Y., Clarence Recknor, Stauffer, Harry Ringer, Connelville R. D. 35, Irl Palmer, Connelville.

**CAMPBELL SEEING WORLD**  
Cruising About in Uncle Sam's Service Great Experience, He Says.

Serving with Uncle Sam's navy is giving Ben Campbell of this city an opportunity to see the world and he's taking advantage of it, according to a letter from "Somewhere in Europe" to his sister, Miss Katharine, of Green street. He says in part:

"This surely is a great climate, hot days and cold nights, but I never saw a place where it rains so easily. It will be nice and clear and in a few minutes raining to beat the band. The next minute the sun will be shining again. I had liberty yesterday for the first time since I reached this port. There surely are some great nights. Everything is cheap but the oats and they are burn. I surely will be glad when I get back to the States and get a good American meal. I read the first mail on the 9th of March and was glad to get it. I had 42 letters and the last one was dated February 3, so suppose I will be getting some more before long. I also got The Courier up to the same date.

"I have been in the Bermuda Islands, Azores Islands, Ireland, Wales and a few other places that I cannot mention at this time. I liked Bermuda. It is a great place. I saw the spot where 'Neptune's Daughter' was staged. The Azores were not so bad. Everything is cheap. The town in Ireland at which I stopped was only a small place. I got some shamrock and then left it. The people of Wales certainly do treat the American sailors well."

Campbell is with Rockwell Dull. They sailed at the same time in the naval reserve and were transferred to the regular naval service.

**DICK CLARK AT  
EMBARKATION CAMP.**

Dick Clark, son of James Clark of Leisenring No. 1, who has been stationed at Fort Douglas, Douglas, Ariz., is now at an embarkation camp awaiting orders to leave for "Over There." Young Clark is with the field artillery.

**MONTYRE LEAVES TONIGHT  
FOR CAMP MEIGS AS MECHANIC.**

Thomas McIntyre of Leisenring No. 1 left Wednesday for Camp Meigs at Washington, D. C., where he will go into training with the mechanics' regiment.

**VANDERBILT BOYS ARE  
SAFE IN FRANCE**

Relatives and friends of Captain Oils Porter of Vanderhill have received word of his safe arrival in France. Captain Porter is the son of Druggist and Mrs. S. E. Porter. Word has been received from Lieutenant Earl Lyon of his safe arrival in France. Lieutenant Lyon was formerly doctor for the W. J. Rahney company at Fort Hill and Elm Grove.

**SERVICE FLAG AT  
FAYETTE GAS OFFICE.**

The Connelville office of the Fayette County Gas company will show a service flag with two stars after today. Assistant Superintendent Correll J. Poole leaves Scottdale this evening for Camp Lee. As Mr. Poole's residence is in Ruffsale, he is a selective from District No. 7, Westmoreland county. T. V. Murphy of reil J. Poole left Scottdale Thursday with the boys from District No. 2, Fayette county. Mr. Murphy was a meterman for the gas company.

**NEVER WANTED SINCE  
JOINING UNCLE SAM'S ARMY**

Sergeant Major Arnold D. Campbell writes his parents, Mr. and Mrs. Fred Campbell, of Uniontown, of his safe arrival in France, the letter arriving at the Campbell home Monday. Sergeant Major Campbell, who was formerly of Scottdale and Mount Pleasant, has been stationed at New York, and Camp Merritt, N. J., leaving the latter camp March 15 for overseas. He writes that he has enjoyed the best of health since he enlisted in August, 1917, and has never wanted for anything since joining "Uncle Sam's" army.

**DR. CARROLL NOW  
IN BALLOON SERVICE**

Lieutenant J. R. Carroll, who has been in training camp at Fort Oglethorpe, Augusta, Ga., is now with the balloon service stationed at San Antonio, Tex. Mrs. Carroll, who was with her husband at Fort Oglethorpe, has returned here and is at the home of her parents, Mr. and Mrs. George B. Freed.

**FARM REPORTS CALLED.**

Superintendent Carroll Asks Teachers to Make Returns.

Superintendent John S. Carroll has issued a call for the reports of the farm survey recently made under his direction by Fayette county teachers and advanced pupils. About a thousand comprehensive reports of Fayette county farms have already been filed but at least another thousand remain to be turned in.

Superintendent Carroll is anxious that the survey be completed and the results forwarded to the Department of Agriculture.

## NEXT DRAFT CALL TO BE FOR 150,000 MEN INSTEAD OF 50,000

**Monthly Rate to Continue During  
Remainder of the  
Year.**

## TO RUSH EXAMINATIONS

**Is Order to the Local Boards; Congressmen Crago Says We Will Have  
an Army of 3,000,000 Within a Year  
But Will Need 5,000,000 Before End.**

WASHINGTON, April 6.—Orders were issued yesterday by Provost Marshal General Crowder under which 150,000 men will be called for military service, instead of 50,000, the quota originally decided upon for this month under the second draft. Similar monthly calls will be made, the rapidly with which men can be inducted into the service depending upon the speed with which the men now in the camps and cantonments can be moved overseas. At the rate of 150,000 men per month during the remainder of the year, 1,800,000 will have been called.

General Crowder stated yesterday that the draft machinery now is in shape to supply men as fast as needed. It is believed that in arriving at the 150,000 figure for April, the general staff has worked out a plan under which this number of men can be transported to Europe each month.

In order that there may be no hitch in sending men to training camps, local draft boards are rushing the physical examinations of registrants placed in class one. Word also has gone forth to speed up all appeal cases.

In an interview on the war situation Congressman T. S. Crago, member of the Committee on Military Affairs, said yesterday:

"I expect that the appropriations for the army will reach \$30,000,000. We will vote readily any amount of money that Secretary Baker asks. We are just waiting for him to come back and tell us what he wants."

"The members of our committee expect that over a million additional men will be drafted for the army before the end of the year 1918, and that the United States will have an army of 3,000,000 men within the next 12 months."

"There is no doubt," the colonel continued, "that so long as this war lasts the United States will have to keep in training in this country a force even larger than that abroad."

"This reserve force must be available at all times to make up the heavy wastage that is bound to come during the remaining months of the war. The greatly increased appropriations this year will be due to an expansion of all units to meet the changed conditions on the western front."

Representative Crago said that the impression has become general in the House as well as in the Senate that the United States must have an army of 5,000,000 men before the end of the war.

**SUNDAY SELLERS FINED**  
More is Started to Break up Sabbath Merchandising in Mt. Pleasant.

MOUNT PLEASANT, April 6.—Alex. Graham, Alex. Johns, John Carides, Dave Unas and Abe Zaiden were all arrested charged with selling on Sunday and appeared before Justice of the Peace L. S. Rhodes. All but Dave Unas paid their fines. Carides presented a receipt showing that he had paid his fine. Carides brought their troubles before the court council at their meeting on Monday evening and stated that they would be willing to close if the drug stores would sell only medicine and the restaurants only meals. Council referred the matter to the burgess who stated that if those persons were infringing on the rights of the Assyrion, who claims he pays his license, that they must sell only medicines and meals on Sunday and in accordance with this the Chief of Police visited each drug store and restaurant and told them that only drugs and meals could be served on Sunday.

**ONLY \$68,000**  
Was Value of Estate Left By John L. DuSaules, Killed By His Wife.

Charles A. H. DuSaules has been named co-administrator of the estate of his brother, John Longer DuSaules, killed by his wife, last year at his home on Long Island.

The estate, estimated at \$68,250 is to go to little Jack DuSaules, 5 years old. He is now in Japan with his mother, Mrs. Bianca DuSaules, the young Chilean, who was acquitted of the murder of her husband.

**A BOND HONOR ROLL**  
Buyers' Names to Be Inscribed Thereon; May Also Display a Flag.

Each purchaser of a bond in the third Liberty loan campaign, which starts April 6, will have his name inscribed on the honor roll of the community in which he lives and will be allowed to display an "honor flag."

The "honor flag" will be similar in design to the service flag, with a broad red border surrounding a white field, and on the shield three vertical blue bars, signifying the Third Liberty loan.

**WOMAN NAMED AGENT**  
Miss Leah Taylor New Western Maryland Official at Ohio.

Miss Leah Taylor has succeeded F. L. Wely as ticket agent at the Ohio office of the Western Maryland railroad.

The former agent resigned to go "back to the farm." He will be located at Rocky Ridge, Md.

**DONNING OVERALLS WOMAN  
TAKES OVER MANAGEMENT  
OF HER FARM OF 175 ACRES**

Her husband's presence at his post as engineer on the Pennsylvania railroad being necessary to handling traffic during the war, Mrs. John Beck has undertaken the operation of her farm of 175 acres near White school house, two miles from Scottdale. Charles in overalls, Mrs. Beck is making the best of the fine spring weather following the plow. She has already broken up a large area and plans to put out spring wheat, corn and oats and engage in extensive truck gardening.

Besides attempting the seeding Mrs. Beck personally takes care of five horses and five cows and other stock, being aided in the latter work by her 16-year-old daughter and a son of 13. There are also two other children, boys of 11 and four.

The husband has a passenger run between Pittsburg and Altoona. He had planned to quit the road and run the farm himself, but because of the scarcity of men he yielded to the wishes of his employers and will remain on the engine.

**JACK THOMPSON, MEMBER  
OF WESTMORELAND CO.  
POOR BOARD, IS DEAD**

Was Fighter in Civil and Spanish Wars and Had Served Many Years as Constable.

MOUNT PLEASANT, April 5.—Major John G. Thompson, member of the Westmoreland county poor board and veteran of the Civil and Spanish wars, died last night at 11 o'clock at his home in Vine street from paralysis with which he was stricken yesterday morning while eating his breakfast. He was at Allice mines Wednesday investigating a case for the poor board and was in his usual health, which has not been of the best since early in the winter.

Major Thompson, who was better known as Jack, had had a varied experience. He served in the Civil war. At the time the Spanish war broke out he was about to enter upon a term as poor director, but gave up the office to go with Company E, Tenth Regiment, of which he was a second lieutenant, to the Philippines. Later he served for a short time as captain of Company E and was made inspector or rifle practice for the Tenth. He was regarded as an expert marksman. For about a score of years he had served as constable at Mount Pleasant. Last fall he was elected a member of the county poor board on the Republican ticket. When the board organized he was so ill that it was necessary that the meeting be held at his bedside.

Major Thompson was commander of Robert Warren Post of the Grand Army of Mount Pleasant and a member of the United Brethren church.

The funeral will be Sunday at 2 o'clock from the home with Rev. T. C. Harper of the United Brethren church officiating.

**MOTION FOR NEW  
TRIAL IN LINDLEY  
CASE IS FILED**

Defendant, Dejected, Declares He is Innocent of Murder of His Former Partner.

Counsel for Frank M. Lindley, who was convicted Wednesday for the murder in the second degree in connection with the death of Frank A. Burke, filed a motion in court this afternoon for a new trial. Leave is asked to file reasons within 10 days.

"My conscience is clear. I did not take the life of Frank A. Burke and can only protest my innocence. But I must say that I am much disappointed at the verdict. It is one of those misfortunes of life over which we have no control but I feel sure that it will work out all right some day."

In the above words did Frank M. Lindley last night protest his innocence of the killing of his former associate. Lindley faces a prison sentence of 20 years, that being the maximum for second degree murder of which he was found guilty. Lindley is 31 years old.

**PENNSVILLE KNITTING**  
Unit Turns In Numerous Articles to the Local Red Cross Chapter.

The Red Cross unit at Pennsville has completed and turned in to the Connelville chapter the following articles covering the month of March: Forty-four hospital shirts, four sweaters, two pairs of socks, one pair of wristlets and one hotwater bottle cover, a total of 52 pieces.

Mrs. F. W. Rushberger, Miss Elsie Baker, Miss Ada Miller and Miss Sue Means each knitted a sweater. Miss Means also made two pairs of socks, a pair of wristlets and a hot water bottle cover. The report is submitted by Miss Mary Houston, secretary.

**GIVEN GREAT SENDOFF**  
Whole Town Turns Out at Mt. Pleasant to Honor Draftees.

MOUNT PLEASANT, April 5.—Sixty-one selectives of this place and vicinity were given a royal sendoff when they left yesterday for Camp Lee. The burgess, members of council, the ministerial association, the Liberty loan committee, Boy Scouts, the band and drum corps, patriotic and other organizations escorted them to the train.

The United Presbyterian Red Cross unit provided lunch and most of the boys were supplied with sweaters by the Red Cross. The boys were under command of Frank Walker.

**ROCKWOOD DOES BIT**  
Red Cross Gathers 2,250 Pounds of Clothing for Belgians.

The Red Cross of Rockwood, during the drive for old clothing, succeeded in gathering together 2,250 pounds. It was shipped to Red Cross headquarters in 20 boxes.

The sewers of the branch during the month of March completed 135 hospital robes, in addition to other work that was accomplished.

\$2.00 a Year  
In advance is the price of The Weekly Courier. Subscribe for it now.

**RED CROSS WORKERS  
FOR ACTIVE SERVICE  
IN FRANCE AT ONCE**

An Urgent Call Comes From Paris For Both Men and Women.

"You Can Not Send Too Many and There is Work for All," Says Cablegram; Applicants Must Have Right Spirit and Loyalty Unquestioned.

An urgent call has come for men and women workers of the Red Cross to register for service in France. In a letter received by J. Fred Kurtz, chairman of the Connelville chapter, Charles Scott, Jr., manager of the Pennsylvania division, says that "a tremendous need exists at this minute in France for the largest possible number of men and women for Red Cross Service."

The vital necessity for help is set forth in the following cablegram received from Henry P. Davidson, chairman of the War Council of the American Red Cross, who is now in Paris: Situation is now such that every fairly intelligent American man or woman with the right spirit and unquestioned loyalty can be utilized at this critical time. YOU CANNOT SEND TOO MANY, AND THERE IS WORK FOR ALL WHO COME.

The

## THE NEW CLAIRTON BY-PRODUCT COKE PLANT SOON READY

Ovens Now Being Dried; Operation Expected During May or June.

### OUTPUT 50,000 TONS WEEK

Will Supply Furnaces Within Easy Access of the Plant; Coal Supply from Lower Connellsville Region, Not Depended Upon Transportation by Rail

While a precise date cannot be set for full operation of the new by-product coke plant at Clairton of the Carnegie Steel company, writes B. E. V. Luty in the American Mill Market, some of the ovens are being dried out and the manufacture of coke will probably begin shortly, though a recent formal estimate mentioned May for completion.

In the annual report of the United States Steel Corporation it was stated that this plant would very probably be placed in operation in May or June. As work has proceeded approximately evenly on the 640 ovens it is probable that the last will be in operation very shortly after the first.

The new plant, with 640 ovens, would be the largest by-product coke plant in the country were it not that the enlargement of the Gary plant from 560 to 700 ovens is nearly completed. It is the intention later, however, to double the Clairton plant, making it 1,280 ovens, and as no such plant is contemplated elsewhere the probability is that eventually, and for years, the Clairton plant will be the largest in the world.

The present plant, with 640 ovens is designed to carbonize 4,100,000 net tons of coal a year, producing 2,740,000 net tons of furnace coke, besides 285,000 tons of coke breeze and various important by-products. The output could fall somewhat short of this estimate and still amount to 50,000 tons of coke a week, so that the importance can be realized. As a practical standard of comparison, it may be observed that in the first nine weeks of this year Connellsville coke shipments, as shown by the Courier's statistics, averaged 287,000 tons per week and the supply was very far in excess of requirements of the various furnaces, corporation and independent, tributary to the region. Then for three weeks the shipments averaged 234,000 tons a week, and the furnaces found themselves almost almost fully supplied, the increase having been 67,000 tons a week.

The new plant will supply the major portion of the requirements of the Edgar Thompson, Carrie and Duquesne furnaces of the Carnegie Steel company, nearby, and accessible over the Union railroad of the company. When the plant is doubled these furnaces will be extremely supplied, and there will be a surplus, estimated at a million tons a year, to be distributed to Carnegie furnaces accessible by a short water haul, the two Lucy and three Babcock on the Allegheny river and Edith and Neville on the Ohio river.

The addition of this coke-making capacity is not in itself especially important at this time, when there is so much idle capacity in the Connellsville region. The importance at this time comes from the fact that no transportation on the regular railroads will be required, as all the coal will be brought by water and the coke will move on the interplant road. As the Fairport, Edgewood, Maxwell, Glens, Lambert, Edgewood, Lockport, Ramo and Bridgeport mines, in the Connellsville region, the facilities have been improved in the past year, to obtain a greater output and to provide for shipping it by water, while Rapid mine is being reopened. In 1917 the corporation spent \$1,694,711 for improving these mines, this being apart from the \$7,941,228 spent during the year at Clairton on the by-product plant proper.

While the plant is commonly spoken of as belonging to the Carnegie Steel company the work is conducted under a separate corporate name, that of the Clairton By-product Coke company. In 1917 there were acquired, for the water service of the plant, one steamer for towing, and 18 steel and eight wooden barges, while additional facilities are being provided.

The United States Steel Corporation's coke production, both by-product and beetles, decreased by 1,440,287 tons from 1916 to 1917, the decrease being due wholly to inadequacy of transportation, and the output of pig iron decreased by a still larger amount, because with irregular working of furnaces the coke consumption per ton of pig iron increased. The Clairton plant will have a coke capacity about double the 1917 deficit in coke.

### PROBE OF DRAFT BOARDS

Inquiry to Be Made Into Methods of Listing Men in Class One.

HARRISBURG, April 6.—Steps for an inquiry into the methods of listing men in the first class under the draft law practiced by every local draft board in Pennsylvania have been ordered. According to telegrams received here, there is wide variance between the numbers classified by boards, some being high and some very low.

Acting on instructions from Washington, the average number of men placed in the first class by each board will be ascertained and the state will then be divided into districts and special inquiries will be made into conditions involving agriculture and allies. This work is to be done within the next two weeks.

Have You Coal Land for Sale? If so, advertise it in The Weekly Courier.

## TWO DISTRICT FUEL AIDS TO GARFIELD ARE DESIGNATED

Continued from Page One.

The chief inspector. He is Matthew J. Welsh and under him will be a corps of assistants who will be constantly in the field supervising the loading of cars and scrutinizing the grade of the various outputs. Their work will be the determining factor in our weekly reports to the Fuel Administrator.

"The operators of the county will no doubt want information from us. They may get it on application to me at Uniontown. The whole matter is simple, however, and there is very little opportunity for misunderstanding. The government wants to strain every nerve to make a record production of war material this summer. Good coal will help. Poor coal will hinder. We are here to get good coal out of this district, and I can say that we mean to do it.

"The man who mines and ships poor coal is not only a slacker; he is a downright enemy of Germany and a foe of the United States. He is a menace to our success in this war and will be stopped just as quickly as it is humanly possible to do so.

"The operators will be called upon next week for some statistics and they may prepare for the visit of an inspector at any day. His coming will be unannounced, and his authority will be absolute. We do not, however, anticipate any difficulty with our local operators and are relying on them to strain every effort to turn out the very finest possible coal.

"Another point is that by application to the Fuel Administration authority may be obtained to ship coal beyond the zone, where it is now permitted to go, if it is shown that there is a specific need for special grade coal in some place outside our shipping district. Unless this is shown, all local mines must confine their shipments eastward to West Virginia, Maryland, District of Columbia, Delaware, Pennsylvania, New Jersey, New York and New England, and westward as far as the line of the Baltimore & Ohio, Cleveland, Lorain & Wheeling branch, Bridgeport to Lorain, O.

"We expect to have this new work systematized in a few days. My authority is vested now and we are required to use it at once. With the patriotic cooperation of our coal producers, we ought to establish a record output this summer of the best coal ever mined. That is our goal."

### ZONING REGULATIONS MADE EFFECTIVE BY RAILROAD EMBARGOES

Coal Cannot Go Outside Zone Limits Except in Special Cases and Then Only Under Permit.

In order to make the zoning system of the distribution of bituminous coal effective the railroads have laid embargoes on shipments to points not within the prescribed limits. It is by this means that the Fuel Administration provided for the enforcement of the zoning regulations.

Under these regulations coal cannot be shipped from one zone to another, except in special cases which are governed by the granting of permits. Consumers requiring special grades of coal for certain purposes can be provided with coal from any zone if the facts of their needs are established in a prescribed way upon application of the shipper, to whom a permit to make the shipment will be given.

Coal intended for the manufacture of by-product coke, smelting coal, and coal used in the manufacture of gas can be shipped beyond the zone limits under special permit. The elimination of the cross haul and priority shipments, which will result from the restriction of the movement of coal within zone boundaries, is expected to effect a material improvement in transportation conditions through a large saving in car mileage. It is yet too early to note the effects of the inauguration of the system but these results are confidently expected.

### FIVE MEN INJURED WHEN SPEEDER HITS BOULDER ON TRACK

Five Others, Who Remain on the Machine, on Western Maryland Road, Escape Unhurt.

MEYERSDALE, April 5.—What might have resulted in a more serious accident occurred Wednesday evening at 5:30 o'clock on the Western Maryland Railway, three miles west of Garrett, when a speeder, upon which 10 section men were returning to their homes in Meyersdale, struck a rock which had rolled onto the track, derailing the car. Five of the men jumped when the speeder left the rails and were pretty badly injured, their injuries consisting of severe sprains, bruises and contusions. The men who left the car were William Treaster, Carl Daugherty, Jack Darnah, Ernest Henry and Henry Smith. Those who remained on the car and escaped injury were Foreman J. W. Long, John Lint, Harry Albright, Irvin J. Fuller and Harry Stahl. The men returned to Meyersdale on an extra engine and caboose and the injured were attended by Drs. C. L. Largo and Bruce Lichty. All the men reside in Meyersdale and compose an extra section gang who are engaged in doing special repair work between this place and Connellsville.

Takes \$35,000,000 Liberty Bonds. The United States Steel Corporation has subscribed for \$25,000,000 of the third Liberty loan on its own account and for \$10,000,000 additional to be offered to employees on the installment plan.

## Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.		ORIGINATING DISTRICT			
Rate per Gross Ton of 2,240 lbs.		Connellsville	W. Moreland		
Baltimore, Md.	2.15	2.20	2.25	2.30	2.35
Chesapeake, Pa.	1.85	1.90	1.95	2.00	2.05
Harrisburg, Pa.	1.85	1.90	1.95	2.00	2.05
Johnstown, Pa.	1.85	1.90	1.95	2.00	2.05
Lebanon, Pa.	2.05	2.10	2.15	2.20	2.25
New York, N. Y. (Atlantic)	2.40	2.45	2.50	2.55	2.60
New York, N. Y. (Bklyn)	2.50	2.55	2.60	2.65	2.70
Philadelphia	2.15	2.20	2.25	2.30	2.35
Philadelphia Point	2.15	2.20	2.25	2.30	2.35
Scranton, Pa.	1.85	1.90	1.95	2.00	2.05
South Bethlehem, Pa.	2.25	2.30	2.35	2.40	2.45
Syracuse, N. Y.	2.30	2.35	2.40	2.45	2.50

TO ATLANTIC PORTS VIA P. R. R.		ORIGINATING DISTRICT			
Rate per Gross Ton of 2,240 lbs.		Connellsville	W. Moreland		
Greenwich, local	1.90	1.95	2.00	2.05	2.10
Greenwich, export	1.70	1.75	1.80	1.85	1.90
South Amboy, P. O. R.	2.05	2.10	2.15	2.20	2.25
Hardham Cove	2.10	2.15	2.20	2.25	2.30
Greenwich	2.10	2.15	2.20	2.25	2.30
Canton, local	1.90	1.95	2.00	2.05	2.10
Canton, export	1.65	1.70	1.75	1.80	1.85
To ATLANTIC PORTS VIA E. & O.					
St. George Coal Field	2.40	2.45	2.50	2.55	2.60
St. George for Export	2.05	2.10	2.15	2.20	2.25
Philadelphia Coal Field	1.90	1.95	2.00	2.05	2.10
Philadelphia for Export	1.75	1.80	1.85	1.90	1.95
Curtis Bay Piers	1.90	1.95	2.00	2.05	2.10
Curtis Bay for Export	1.55	1.60	1.65	1.70	1.75

The rate from the Fairmont District to Johnstown is 78c; Monongahela Railway to state line, 85c; below state line to Fairmont, 25c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Radcliffe; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Buttersville, Pa., from points on the Smithfield & Maestown Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.		ORIGINATING DISTRICT			
Rate per Net Ton of 2,000 lbs.		Upper	Lower		
Canton, O.	1.10	1.15	1.20	1.25	1.30
Chicago, Ill.	2.05	2.10	2.15	2.20	2.25
Cleveland, O.	1.15	1.20	1.25	1.30	1.35
Columbus, O.	1.15	1.20	1.25	1.30	1.35
Detroit, Mich.	1.40	1.45	1.50	1.55	1.60
Indiana Harbor, Ind.	1.45	1.50	1.55	1.60	1.65
Toledo, O.	1.25	1.30	1.35	1.40	1.45
Youngstown, O.	.85	.90	.95	1.00	1.05
Lake Ports	.55	.60	.65	.70	.75

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Radcliffe; south to and including Brownsville and Braxton on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and northward to and including Brownsville on the New York Central line.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Radcliffe; on the Pittsburgh, Virginia & Charleston except Braxton and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



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## 21 CANDIDATES TAKE TESTS FOR MINE FOREMEN

At Annual Examination Held in the Ninth Bituminous District.

### FIRE BOSS TESTS FRIDAY

Examination Questions Intended to Determine Applicant's Knowledge of Mine Conditions and Requisites for Safety of Men Employed in Mines.

The annual examinations of candidates for mine foremen and fire bosses' certificates in the Ninth bituminous district began Tuesday morning in the parochial school building when a class of 21 men reported to take the tests for mine foremen's certificates. Several others who had made application failed to appear. The examinations were in charge of P. J. Walsh, mine inspector of the Ninth bituminous district; James Conway, representing the miners, and J. W. Graves, representing the operators.

The first group of questions, submitted Tuesday morning to the mine foremen candidates, was as follows:

1. What observations should a mine foreman make during his visits through the mine and what should his written report of the same include?
  2. The rubbing surface of a square air-way 4,000 feet long is 128,000 square feet. What is the area and perimeter of the air-way? What is the velocity of an air current if the volume is 19,200 cu. ft. per minute?
  3. Is an accurate mine map important? Why?
  4. When do you consider a mine properly ventilated?
  5. What are the legal duties of a Miner? Trip rider? Fan engineer?
  6. Do you consider the driving of places on sights important? If so, state why?
- The men taking this examination were: Charles Nicholson, Yukon; Jas. Sofarie, Tarr; Joseph Patensky, Yukon; William Gettamy, Wyano; A. A. Anderson, Wyano; Frank Santmyer, Mt. Pleasant; John O. Miller, Yukon;

H. J. Williams, Connellsville; John Ogdenhorpe, Dunbar; George Tallentire, Tarr; James F. Hanley, Adelaide; Robert Pickney, Jr., Dunbar; Samuel Yerman, Dunbar; Frank C. Descano, Dunbar; Charles Oswald, Adelaide; George Jones, Mt. Pleasant; John R. Thomas, Mt. Pleasant; John Danko, Leisnering; Henry Rittenberger, Dunbar; Charles McIntyre, Uniontown; Amos H. Errett, Madison. Sobriety will be one of the essential qualifications which applicants must have in the examinations now in progress. Mine Inspector P. J. Walsh, chairman of the examining board, made this very plain. Only men of unquestioned sobriety will receive certificates, he said, it being the policy to use every effort to safeguard the men in the mines.

### ADVANCE TAX PAYMENTS

To Be Urged After the Liberty Loan Campaign is Over.

WASHINGTON, April 4.—Agitation for immediate payment of income taxes, instead of waiting until June 15 when they are due, will be started by government revenue officials as soon as the Liberty loan campaign is over. Taxpayers will be told that by advance payments they can be credited with 3 per cent interest on the sum between the time of payment and June 15, and in addition, they will help relieve congestion in collectors' offices.

Tax payments by deferred installments, proposed by a bill introduced in the House, is not favored by Secretary McAdoo and Internal Revenue Commissioner Roper.

### GIRL LAMP CLEANERS

May Be Employed in Lamphouses when Buildings Are Not Close Entrance.

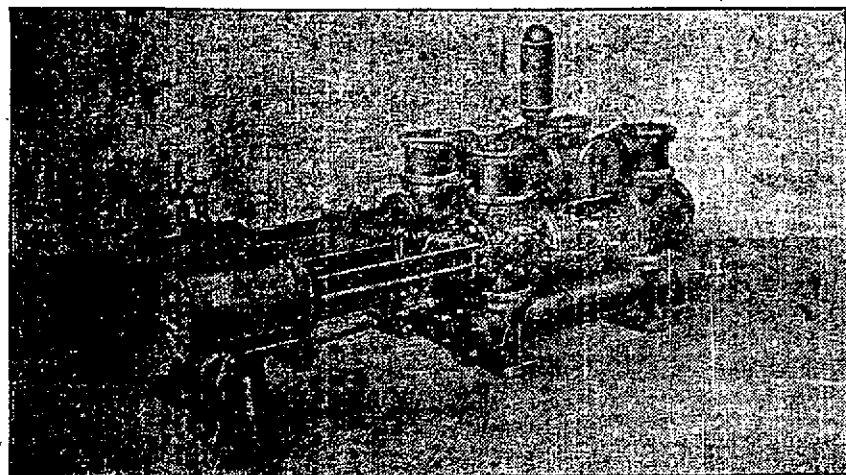
An opinion has been given by Attorney General Brown under which females under 16 years of age may be employed in lamphouses at mines if these structures are located at some distance from the mine entrance. The matter had been referred to the attorney general by Edward E. Button, chief of the department of mines, following the receipt of an inquiry from the H. C. Frick Coke company as to whether or not girls could be lawfully employed in cleaning and filling safety lamps in buildings outside the mines.

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### RAILROAD WORKERS

To Be Called for Service With Railway Units Abroad.

The War Department has requested the United States Public Service Reserve to make further records of men qualified for railway service and to be attached to railway units under organization for service abroad. The number required is 3,000. Some of them will be taken immediately and some at a later date. These men should be between 20 and 40 years of age. Those over 31 will be enlisted and those of draft age will be inducted into service.

The men wanted take in practically every department of railway operation, both clerical and mechanical, including storekeepers, firemen and trainmen, stockkeepers, telegraph operators, electricians, draftsmen, bridge and car carpenters, car inspectors, car and engine repairmen, section men, laborers, etc.

CONTRACTS TO HOLD.

Coal Operators to Care for Consumers According to Last Year's Orders. Fuel Administrator Garfield has requested the coal operators of the Pittsburgh district to take care of the requirements of customers with whom they had contracts last year on the same basis of tonnage, and as far as possible, based on their pro rata share of available cars. This is not to be construed as authority for supplying non-essential plants at the expense of or on the same basis as essential industries.

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